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Item No. 13.1.1
Transportation Standing Committee
December 8, 2025

TO: Chair and Members of Transportation Standing Committee

FROM: Bill Moore, Commissioner of Public Safety

DATE: November 25, 2025

SUBJECT: Vehicle for Hire Fare Modernization and TNC Licensing

ORIGIN

June 10, 2025, Regional Council item 15.2.2:

MOVED by Councillor Austin, seconded by Councillor Cuttell THAT Halifax Regional Council:

2. Request a supplementary report on modernizing Administrative Order 39, the Taxi and Limousine Regulation Administrative Order and By-law T-1000, Respecting the Regulation of Taxis, Accessible Taxis and Limousines
3. Request a supplementary staff report and recommendations for potential amendments to HRM By-law T-1000, Respecting the Regulation of Taxis, Accessible Taxis, Limousines and Transportation Network Companies, to bring the requirements for TNC Drivers in line with the requirements for Taxi and Limousine Drivers.

MOTION AS AMENDED PUT AND PASSED

EXECUTIVE SUMMARY

This report responds to a motion of Regional Council requesting modernization of fare regulations for taxis, accessible taxis, and limousines and the licensing of Transportation Network Company (TNC) drivers. In addition to the requests from Council to consider changes in these areas, staff have identified several additional matters related to the vehicle for hire industry which warrant modernization or change.

Amendments to By-law T-1000, the Taxi, Limousine, and Transportation Network Companies By-law, and Administrative Order 39, the Taxi and Limousine Regulation Administrative Order, are included with this report. These amendments carry out the direction of Regional Council, and implement further changes identified by staff.

RECOMMENDATIONS ON PAGE 2

The vehicle for hire industry has changed substantially since the last full review of the Municipality's licensing program was conducted in 2018. While the amendments contained within this report address the specific issues which have been raised by Regional Council, a more comprehensive review of the Municipality's regulation of the vehicle for hire industry may be warranted.

RECOMMENDATION

It is recommended that the Transportation Standing Committee recommend that Halifax Regional Council:

1. adopt Amending By-law T-1008, Amending By-law T-1000, the *Halifax Regional Municipality Taxi, Limousine and Transportation Network Companies By-law*, as set out in Attachment 2 to this report; and
2. adopt the amendments to Administrative Order 39, the *Taxi and Limousine Regulation Administrative Order*, as set out in Attachment 4 to this report.

BACKGROUND

On June 10, 2025, Halifax Regional Council adopted amendments to Administrative Order 39, the Taxi and Limousine Regulation Administrative Order ("the administrative order"), approving an unblended rate increase to taxi and limousine rates by approximately 12.5%, with an adjustment for the 1% HST rate reduction. Currently, the Municipality sets taxi and limousine rates through the administrative order, while still allowing for taxi and limousine operators to enter into special contracts at different rates. At the time of approval of the rate increase, Council asked staff to return to Council with a supplementary report on modernizing how taxi and limousine rates are set by the Municipality, with emphasis on looking at options to de-regulate taxi and limousine rates to allow operators to set their own rates.

Additionally, Council asked staff to return with a supplementary report, including amendments to By-law T-1000, Respecting the Regulation of Taxis, Accessible Taxis, Limousines and Transportation Network Companies ("the by-law"), to bring the requirements for TNC Drivers in line with the requirements for taxi and limousine drivers. Currently, taxi and limousine drivers and owners must hold a valid licence issued by the Municipality to be allowed to drive or own a taxi or limousine in HRM. To obtain a licence, applicants must provide a satisfactory criminal records check, vulnerable sector check, child abuse registry check, drivers abstract, Nova Scotia Class 4 driver's licence, and English language test results. Vehicle owners must additionally provide proof of valid vehicle registration, vehicle inspection, and vehicle insurance. Vehicles must also meet certain requirements for age and size. While the by-law also contains requirements for TNC drivers and vehicles, the Municipality does not directly license TNC drivers and vehicles. HRM licenses the TNC, who is in turn responsible for applying the requirements of By-law T-1000 to TNC drivers and vehicles.

DISCUSSION

Staff conducted an online survey, targeted consultation with the vehicle for hire industry, and performed a jurisdictional scan of other Canadian cities to gain a better understanding of how vehicle for hire regulations are evolving in other jurisdictions. The survey was completed by 126 respondents, who were asked to identify their relationship to the vehicle for hire industry, such as a taxi driver, taxi owner, TNC driver, broker, etc. Respondents could select multiple options. The survey was distributed to taxi brokers, drivers' associations, and TNCs with a request that it be forwarded to drivers and owners associated with them. The survey was also sent to other parties who may have an interest in how the vehicle for hire industry is regulated, including taxi drivers who have previously reached out to HRM Licensing and expressed an interest in participating in consultation on vehicle for hire program changes. The survey asked open-ended questions, as staff were open to considering different options for modernizing the vehicle for hire licensing

program, and did not want to limit feedback to a specific change for consideration. The full record of survey responses is included as Attachment 5 to this report, but relevant feedback is discussed in each section below as it pertains to that topic.

Taxi/limousine drivers, owners, and brokers and TNCs were well represented in the survey results. However, TNC drivers did not respond to the survey in significant numbers. Due to the smaller number of brokers and TNCs that exist in HRM, and due to the small number of TNC drivers who responded to the survey, individual responses in Attachment 5 are not attributed to how a respondent identified for privacy reasons. However, where feedback from different stakeholders differed on a topic, that is identified in the report below.

While the survey included questions related to the licensing of local tour operators, this report does not propose any changes to the licensing of tourism operators. A separate staff report responding to the July 10, 2025, motion of Regional Council to consider licensing options for local tour operators will be prepared for a future meeting of Transportation Standing Committee.

In addition to the responses received through the survey, several industry stakeholders provided specific feedback on how potential changes could impact them, or how the by-law could be modernized. Staff considered this feedback in the drafting of the amendments. Where industry feedback was in opposition to the staff recommendation contained in this report, that has been noted in the relevant sections below.

Based on feedback received from industry stakeholders, jurisdictional scans of other vehicle for hire licensing programs, and review of enabling provincial legislation, staff have prepared amendments to By-law T-1000 and Administrative Order 39. These are included as Attachments 2 and 4, respectively, to this report.

In addition to the changes stemming from Regional Council's motions, staff have identified a number of housekeeping amendments, modernizations, or process improvements which are discussed below. The amendment packages attached to this report include these staff-identified changes.

Taxi Rate Modernization:

Currently, taxi and limousine rates are set by Regional Council through Administrative Order 39. The administrative order contains a process for an annual rate review, including factors that should be taken into consideration in determining rate adjustments. Taxis and limousines are also able to charge different rates if the passenger agrees to alternate rates.

HRM has traditionally set taxi rates in part to protect the sustainability of the vehicle for hire industry by preventing a "race to the bottom" for taxi rates which could push out smaller operators. However, the introduction of TNCs into the vehicle for hire market has created an environment where two types of service providers are providing the same service, but with different rules on what they are allowed to charge passengers. This undermines the rationale of setting rates for taxis and limousines to protect the vehicle for hire industry, as TNCs can dynamically adjust their pricing to compete for riders while taxis cannot. This disparity creates an unfair advantage for one type of service provider over another.

Taxi rate regulations in Canadian jurisdictions can be broadly divided into three categories:

Fare Model	Overview
Fully regulated	A regulator sets rates that taxis may charge. This is HRM's current fare regulation model, and the model used by most Canadian cities reviewed by staff.
Semi-regulated	Taxi operators set their own rates, but the rates must be approved by the regulator. The regulator may have rules for the fare structure, or what may or may not be included in the fare structure. British Columbia, outside of "Common Rate Areas", would be an example of a semi-regulated model, where the Passenger Transportation Board sets rules for taxi fares, and approves fare schedules proposed by taxi operators. This is staff's recommended approach.
Unregulated	Taxi operators set their own rates, and there is no approval or oversight by a regulator. Most areas that have an unregulated fare model have no vehicle for hire by-law at all. There are many rural Nova Scotia municipalities which would be examples of unregulated markets.

Feedback on the survey was mixed. Respondents who identified as a taxi/limousine owner or driver, and who answered the question about how rates should be set, were fairly evenly split between wanting HRM to continue to set rates and wanting industry to set its own rates. However, most of these respondents who favoured continued fare regulation by the Municipality wanted to see the process for updating rates made simpler and more responsive to market conditions. Another common response from respondents who wanted to see HRM continue to set rates for taxis is that rates for TNCs should be regulated in the same manner. TNC rates are currently unregulated.

Brokers who responded to the survey or provided feedback to staff individually held strong positions on what HRM's role should be in setting taxi rates, but there was no consensus among brokers about what the best model would be. Responses ranged from support for HRM's current role in setting rates to removing HRM's role entirely and allowing industry to set pricing.

Some concern was raised by taxi industry that if HRM does not set a standard fare for all taxis, it will cause passenger confusion and backlash. Concerns were also raised about unfair competition, both between taxis and TNCs, and between taxis if prices are deregulated.

A review of Canadian jurisdictions which regulate the vehicle for hire industry shows that most jurisdictions still set taxi rates (Attachment 6). About half of the jurisdictions that regulate taxi rates set a maximum rate, allowing taxis to charge fares lower than the set rates.

Certain areas of British Columbia have moved to a semi-regulated model, where responsibility for rate setting was taken away from municipalities in favour of a provincial system. Taxi operators outside of "Common Rate Areas" may set their own rates, provided they meet the rules set out by the Passenger Transportation Board. However, larger urban areas in the province are considered "Common Rate Areas" where all taxi operators within a geographic area must charge the same rates. Operators can submit applications for rate adjustments to the Board, but operators representing 51% of vehicles must submit a request for rate adjustment to trigger a review. The Board makes the final determination on what rates will be. British Columbia, within Common Rate Areas, would be considered a regulated fare model, although with more input from industry on setting rates.

Only one jurisdiction reviewed had unregulated taxi rates. On Prince Edward Island, cities have the authority to regulate taxis, but none currently do. The Cities of Charlottetown and Summerside recently repealed their taxi by-laws in favour of an unregulated vehicle for hire industry.

Edmonton is the only jurisdiction reviewed by staff which regulates the rates charged by TNCs. Edmonton sets a minimum fare of \$3.50 for a TNC ride but does not impose a maximum or otherwise regulate TNC

fares in any way.

Staff are recommending a semi-regulated fare model, where taxi brokers, independent brokers, and limousine operators can create their own rate schedule that meets the parameters established by the administrative order. Brokers, independent brokers, and limousine operators would be required to submit their proposed fare schedules to the Licensing Authority for approval. Provided the fare schedule complies with the requirements of the administrative order, the rate schedules would be approved. The requirement for brokers and independent brokers to submit rate schedules for approval allows them the flexibility to determine how best to price their services, without a lengthy review and approval process, while also ensuring the rates that passengers pay do not include hidden fees or unfair charges. This would also allow the Licensing Authority to investigate disputes about fares.

Under the proposed semi-regulated model, taxi brokers and independent brokers would be required to have a metered rate, which may include some or all of the following components:

- an initial charge for starting a trip, which may or may not include an initial distance travelled
- a distance charge for distance travelled
- a wait time charge for time spent stationary or travelling below a specified speed
- charges based on zones established by the broker or independent broker
- an additional charge for additional passengers over the age of twelve (12), except where such additional passenger is a support person for a passenger with a disability
- the actual cost of any tolls incurred by the driver during the trip

Rate schedules would not be permitted to:

- set different rates for taxis and accessible taxis
- include any additional charge for the use of certain payment methods
- include any additional charge for additional passengers aged twelve (12) or younger, or for an additional passenger who is a support person for a passenger with a disability
- include any additional charge for assisting a passenger in entering or exiting the vehicle or in loading or unloading articles from the trunk
- include any additional charge for the transportation of wheelchairs or other mobility aids or assistive devices
- include any additional charge for transportation of a service animal

Taxi rates would be permitted to vary based on time of day or day of the week, such as an additional charge for a trip taken between certain hours, but may not vary based on weather conditions, special events, or vehicle availability.

Taxi brokers and independent brokers would also be permitted to set a flat rate fare schedule, which would apply to certain pre-defined trips, such as an airport run, or a trip between two specified geographic areas. These flat rate trips would not be subject to the metered rate.

Taxi brokers and independent brokers could request to adjust their rates at any time, with rate changes coming into effect immediately upon approval by the Licensing Authority, or at a future date requested by the broker or independent broker. Review of rate applications by the Licensing Authority could happen in days, compared to the current rate review process, which takes months.

Any taxi brokers or independent brokers who do not submit a proposed fare schedule to the Licensing Authority for approval will be deemed to have adopted the existing approved taxi rates approved by Regional Council on June 10, 2025. No further adjustments will be made to these rates by the Municipality. Should brokers or independent brokers wish to change their rates, they would simply have to submit a proposed fare schedule to the Licensing Authority for approval.

Taxis would have to have the approved fare schedule clearly posted in the vehicle.

As part of routine vehicle inspections conducted during the vehicle licensing process, Compliance Officers will verify that the meter is configured to charge the rates approved for the broker, or independent broker, with whom the taxi vehicle is associated.

A semi-regulated model will allow the Licensing Authority to continue to investigate complaints about overcharging for trips.

Transportation Network Company (TNC) Licensing:

Currently, the by-law requires TNCs to be licensed by HRM but does not require TNC *drivers* to be licensed. The by-law sets out minimum requirements that drivers must meet but puts the onus on the TNC to ensure their drivers meet those requirements. Should the TNC accept a driver who does not meet the by-law, the TNC would be in violation of the by-law, not the driver. The requirements for TNC drivers are similar, but not identical, to the requirements for HRM-licensed vehicle-for-hire drivers.

HRM's current licensing system for TNCs is similar to the approach originally used by most Canadian jurisdictions regulating TNCs (Attachment 6), where the regulator sets the requirements for TNC drivers, but the TNCs are responsible for ensuring compliance. However, many jurisdictions are moving towards TNC driver licensing, with about half of the jurisdictions reviewed by staff now requiring TNC drivers to hold a municipal licence and undergo the same training and screening requirements.

Taxi or limousine drivers or owners who responded to the survey, and answered the question about TNC driver licensing, almost unanimously favoured requiring TNC drivers to follow the same licensing requirements that applied to taxi and limousine drivers, with 62 supporting and only 2 opposing a licensing requirement. Taxi brokers also unanimously supported this requirement. Although there are only a small number of TNCs operating in the Halifax market, feedback ranged from opposition to implementing a licensing requirement at all, to acceptance of TNC driver licensing as long as it was implemented in a consistent and streamlined process that did not disrupt existing drivers.

The amendments contained in Attachment 2 to this report require the drivers of all vehicles for hire to be licensed by HRM, regardless of whether they drive a taxi, limousine, or TNC vehicle. The same application and training requirements would apply to all drivers. These application requirements would include:

- Criminal Record Check
- Vulnerable Sector Check
- Child Abuse Registry Check
- Nova Scotia Driver's Abstract
- Valid Nova Scotia Class 4 Driver's Licence
- Driver Photo acceptable to the Licensing Authority
- English language proficiency testing
- Completion of HRM's online Vehicle-for-Hire Training Program

As there are existing TNCs operating in HRM, and their drivers are not currently required to be licensed by HRM, the amendments include a transition period of sixty days after adoption of the amendments by Regional Council. During the transition period, existing unlicensed TNC drivers would continue to be permitted to drive for TNCs. Any new drivers could not be accepted by the TNC without a valid Vehicle for Hire Driver's Licence issued by HRM. This transition period is necessary to allow time for existing drivers to obtain the required background check information, apply to HRM for a Vehicle for Hire Driver's License, and complete mandatory online training. Staff expect there to be a significant volume of drivers who will need to make new applications. This may create a backlog in obtaining the required background checks and issuing licenses. Should sixty days prove to be insufficient due to these factors, the by-law amendments give the Licensing Authority the ability to extend this transition period.

The amendments also include minor changes to the data reporting requirements which apply to TNCs. Currently, both TNCs and Brokers are required to report quarterly on all trips taken by vehicles associated

with the broker or TNC. Brokers and TNCs are also required to provide information about a specific trip within 24 hours of the Licensing Authority requesting this information. However, the by-law also includes a requirement that TNCs provide real-time access to the TNC's platform, including the real-time location of any TNC vehicle. This requirement does not apply to brokers. In practice, the Licensing Authority has never obtained this level of access, as there are significant privacy and security considerations which make it impractical. The requirement to provide requested data within 24 hours is sufficient for all investigations conducted by the Licensing Authority, and staff have had no issues obtaining data from any broker or TNC when requested. Any emergency situation requiring more immediate access to data would likely be a police matter, rather than a request from the Licensing Authority. The by-law amendments remove the requirement for real-time access to a TNC platform but maintain the requirement for information to be provided within 24 hours.

Code of Conduct

The existing "Taxicab Passenger/Operator Code of Ethics" is renamed to "Vehicle for Hire Code of Conduct", and the by-law and administrative order are amended to clarify that this code of conduct applies to all passengers and drivers of vehicles for hire, regardless of whether they are a taxi, accessible taxi, limousine, or TNC.

Technology Changes

The by-law requirements for taxi equipment, specifically taxi meters, have remained relatively unchanged over the years. Currently, the by-law requires a taxi meter which is mechanically connected to the transmission or driveshaft of the car. This type of mechanical meter has not been standard for decades. The Licensing Authority has long accepted digital taxi meters which get information about a vehicle's speed and distance travelled through the vehicle's on-board diagnostics (OBD) port, which has similar or better accuracy than the older mechanical meters.

Improvements and innovations in taxi meter equipment means there are newer products which can just as accurately track a vehicle's speed, location, and distance traveled using GPS. This type of equipment has not been permitted to be used in taxis due to the requirement that this data come directly from the vehicle. The amendments included in this report allow the Licensing Authority to accept any type of taxi meter, regardless of technology, provided it can be demonstrated that it accurately measures vehicle speed, location, and distance traveled.

Updating the requirements for taxi meters also allows for the implementation of new accessibility features. The amendments include a requirement that all newly licensed taxis are equipped with a meter which has an audible fare announcer, which can be activated upon request of a passenger. A fare announcer, sometimes called a talking meter, verbally announces important information about the vehicle the passenger is in, including the broker name and roof light number, and the initial charge and the current fare at regular intervals during a trip. Upon conclusion of the trip, the fare announcer speaks the total fare and repeats the broker name and roof light number. Taxis equipped with a fare announcer would be required to activate it upon request of the passenger.

Roof lights

Prior to 2019, HRM was divided into three taxi zones. The Halifax Zone, Dartmouth Zone, and County Zone each had different roof light designs. With the elimination of zones in 2019, the Halifax Zone roof light style was adopted for all newly licensed taxis. Taxis with an existing roof light were not required to replace them, though they were not formally recognized by the by-law. The attached amendments formally recognize the validity of any pre-existing taxis which have a Dartmouth- or County-style roof light.

Once a person is approved for a taxi owner's license, they must purchase their own roof light which meets the design requirements of the administrative order. The approved design is the former Halifax-style roof light. There is only one known manufacturer of this style of roof light, which is a local company. The by-law amendments contained in this report would allow the Licensing Authority to approve an alternative roof light design, without requiring Council to amend the administrative order, should this style become unavailable from the current manufacturer.

Online Applications

Amendments to the by-law have been included to clear the way for online applications for licences. The by-law currently requires individuals to appear in person to make an application and requires a statutory declaration which must be sworn or affirmed before a Commissioner of Oaths. Amendments to the by-law will allow the Licensing Authority to determine the application process, while still ensuring that the required information needed to make licensing decisions is received. The ability to take online applications will present a service improvement for existing vehicle for hire drivers, as well as ensuring that we have a streamlined process for the influx of TNC drivers who will have to be licensed under the proposed amendments. Individuals who do not wish to apply online will still have the option of coming to an HRM Customer Service Centre to apply in-person.

While the amendments clear the way for online applications to be implemented, staff will still have to work with our partners at various provincial and police agencies to streamline access to the information needed to make a decision on a license application. Implementation of online applications will happen once this work is complete.

Fuel Efficient Vehicles

The administrative order currently sets minimum size requirements for vehicles to be used as taxis but relaxes these size requirements slightly for vehicles which achieve fuel efficiency of 7.8 L/100km. The administrative order does not specify whether this fuel efficiency is based on a city, highway, or combined rating, and does not specify whether this is a manufacturer's rating or an independent rating from an industry or consumer group. Additionally, the fuel efficiency of all new vehicles has improved since this allowance was introduced, and many new vehicles, regardless of size, are capable of achieving this. As a result, smaller vehicles can be approved as taxis without necessarily achieving the intent of incentivizing more fuel-efficient vehicles to be purchased as taxis. To modernize this requirement and improve enforceability, staff propose keeping the size relaxation, but instead of tying it to a fuel consumption rating, allowing the size reduction only for electric, hybrid, or other alternative renewable fuel vehicles.

Housekeeping Amendments

The amendment package includes several minor amendments to clarify definitions, correct grammatical errors, remove duplicate or conflicting language, and clarify which types of vehicles for hire are covered by certain sections.

FINANCIAL IMPLICATIONS

The fee for obtaining a two-year Vehicle for Hire Driver's Licence is \$100. Should Council adopt the amendments requiring TNC drivers to hold a valid Vehicle for Hire Driver's Licence, there will be an increase in revenue generated. At this time, it is not known how many individuals are currently driving for TNCs who don't already hold a Vehicle for Hire Driver's licence.

RISK CONSIDERATION

The impact of the proposed changes on the vehicle-for-hire industry is not fully known at this time. While staff have provided a recommendation based on industry feedback, jurisdictional scans, and research, a study of the economic impact of these changes is not within the scope of this report.

COMMUNITY ENGAGEMENT

Staff conducted an online survey open to the vehicle for hire industry and the public. A full report of the responses received are included in Attachment 5. Analysis of the feedback received is included in the discussion section of this report as it pertains to each proposed change.

ENVIRONMENTAL IMPLICATIONS

No environmental implications were identified.

ALTERNATIVES

That Transportation Standing Committee recommend that Halifax Regional Council:

1. adopt Amending By-law T-1008 and amendments to Administrative Order 39 subject to modification. This may require a supplementary staff report so that a revised amendment package could be prepared by staff.
2. refuse to adopt Amending By-law T-1008 and amendments to Administrative Order 39. This would maintain status quo.
3. request changes other than those included in this report. This would require a supplementary staff report.
4. defer the decision and request a supplementary report with additional analysis on the impacts to the vehicle for hire industry from the proposed changes of the recommendations contained in this report. This level of analysis cannot be accommodated within the existing approved budget of Regional Licensing program (S330).

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;
 - (c) the vehicles referred to in clause (b)
- (2) Such regulations or by-laws may
- (a) prescribe the amount of the fees for such licenses;
 - (b) provide penalties for any violation of such regulations or by-laws, but such penalties shall not be greater than the penalties mentioned in Section 299;
 - (c) provide minimum and maximum fares or rates that may be charged by any persons transporting for hire passengers or goods;
 - (d) determine various classes of vehicles transporting passengers for hire and provide special restrictions on certain classes;
 - (e) authorize the traffic authority or other official to revoke any license issued under such regulations or by-laws but an appeal from any revocation so authorized may be taken to the council of the city, town or municipality or to the police commission or other committee specified in such regulations or by-laws;
 - (ea) divide a city, town or municipality into zones for the purpose of regulating persons who or vehicles that transport passengers or goods for hire, or in any way change the boundaries of the zones;
 - (eb) license persons or vehicles to transport passengers or goods for hire within one or more zones;
 - (ec) license persons or vehicles to transport passengers or goods for hire between two or more zones and regulate the transportation for hire of passengers or goods between zones;

- (f) limit the number of persons or vehicles licensed to transport for hire passengers or goods, or may provide that only one person shall be so licensed to transport passengers or goods with any class of vehicle;
 - (g) require that a person applying for a license under clause (b) of subsection (1), or holding such a license, place and maintain at all times while he holds such license public liability, property damage, cargo or passenger hazard insurance to such extent and in such amount as the by-law prescribes;
 - (h) require that a person licensed to transport passengers for hire install and maintain special safety equipment prescribed by the regulations or by-laws in all vehicles;
 - (i) require the successful completion of a prescribed course of instruction in matters relevant to the taxi industry in the city, town or municipality as a qualification for a taxi-driver license.
- (3) Such regulations or by-laws referring to vehicles transporting passengers for hire may delegate to the traffic authority or other official of the city, town or municipality such authority as the council of the city, town or municipality may deem expedient and such regulations may require such vehicles when not actually hired to
- (a) drive on certain streets only;
 - (b) move off or remain off certain streets;
 - (c) refrain from soliciting or taking passengers on certain streets or under certain conditions;
 - (d) park at certain taxicab or hack stands and to refrain from parking at any other or certain other places.
- (4) Such regulations or by-laws shall not
- (a) impose an annual license fee of over fifty dollars per vehicle in the case of cities, and twenty-five dollars per vehicle in the case of towns and municipalities;
 - (b) except as in this Section otherwise provided, limit the number of persons so licensed;
 - (c) apply to persons transporting for hire passengers or goods brought into the city, town or municipality from outside the limits of such city, town or municipality or to persons transporting for hire passengers or goods taken on within the limits of such city, town or municipality to be discharged or unloaded outside the limits of such city, town or municipality;
 - (d) with respect to accessible taxicabs, limit, either directly or indirectly, the number of vehicles or the number of drivers or restrict the types of passengers that may be carried in an accessible taxicab.

ATTACHMENTS

- Attachment 1: Showing Proposed Changes to By-law T-1000
- Attachment 2: Amending By-law T-1008
- Attachment 3: Showing Proposed Changes to Administrative Order 39
- Attachment 4: Amendments to Administrative Order 39
- Attachment 5: Public survey responses
- Attachment 6: Jurisdictional Scan

**HALIFAX REGIONAL MUNICIPALITY
BY-LAW NUMBER T-1000
RESPECTING THE REGULATION OF TAXIS, ACCESSIBLE TAXIS, LIMOUSINES
AND TRANSPORTATION NETWORK COMPANIES**

BE IT ENACTED by the Council of the Halifax Regional Municipality, under the authority of Section 305 of the *Motor Vehicle Act*, Chapter 293, R.S.N.S. 1989 as follows:

1.0 SHORT TITLE

1.1 This by-law may be cited as By-law Number T-1000 or as the *Halifax Regional Municipality Taxi, Limousine and Transportation Network Companies By-law*.

2.0 APPLICATION

2.1 (1) Subject to subsection (2), this by-law applies to vehicles used for the purpose of carrying passengers for hire in the Municipality and to the owners and operators of those vehicles.

(2) This by-law does not apply to:

(a) a vehicle licensed under the Motor Carriers Act or to the owner or operator of the vehicle;

(b) a vehicle engaged in a not-for-profit car-pool or free for use shuttle service or the owner or operator of the vehicle;

(c) a vehicle transporting for hire passengers or goods brought into the Municipality from outside the limits of the Municipality, or transporting for hire passengers or goods taken on within the limits of the Municipality to be discharged or unloaded outside the limits of the Municipality; and

(d) a vehicle while engaged in services which are developed and provided by non-profit organizations through partnerships by coordinating public, private, non-profit, and volunteer resources, and services that receive provincial or municipal financial support to cover a portion of the operating costs of a community-based transportation service.

3.0 INTERPRETATION

3.1 In this by-law:

“**accessible taxi**” means a vehicle licensed under this By-law as an accessible taxi;

“**appeal**” means an appeal of a discretionary decision of the Licensing Authority made under this By-law;

“**Appeal Committee Member**” means a person appointed pursuant to Schedule C to this By-law as a member of the License Appeal Committee;

“**broker**” means a person who provides a dispatch service of taxis and accessible taxis;

“**broker license**” means a license issued by the Municipality to a broker pursuant to this By-law;

“**Council**” means the Regional Council of Halifax Regional Municipality;

“**dispatch service**” means a service that assigns and dispatches a taxi or accessible taxi to a customer;

~~“driver’s license” means a license issued by the Municipality to a person permitting that person to operate a vehicle for hire within the Municipality;~~ **Repealed**

“electronic payment” means any kind of payment by means of an electronic device;

“global positioning system” means an electronic navigational system that sends and receives global positioning signals and can provide location and time information in all weather, anywhere on or near the Earth;

“independent broker” means a person who is a taxi owner and driver and does not subscribe to a dispatch service.

“independent broker license” means a license issued by the Municipality to an independent broker pursuant to this By-law;

“License Appeal Committee” means the committee appointed to hear appeals as set out in Schedule C to this By-law;

“licensed driver” means a person who holds a valid **vehicle for hire** driver’s license permitting that person to operate a vehicle for hire within the Municipality;

“licensed owner” means the holder of an owner’s license for a licensed vehicle;

“licensed vehicle” means a vehicle that is licensed under this by-law as a taxi, accessible taxi or limousine;

“Licensing Authority” means the office responsible for the licensing and enforcement of By-law T-1000 and related regulations **and includes the person as designated as the Licence Administrator** by the Chief Administrative Officer or designate;

“limousine” means a vehicle that is licensed under this by-law as a limousine;

“medical report” means a report made by a physician licensed to practice in the Province of Nova Scotia;

“Municipality” means the Halifax Regional Municipality;

“owner” means the person issued the vehicle’s license plates, as indicated on the permanent Nova Scotia Vehicle Registration Permit for the vehicle, and includes any other person who holds the legal title of the vehicle;

“owner’s license” means a taxi owner’s license, an accessible taxi owner’s license or limousine owner’s license;

“parcels” includes boxes, packages and other articles of whatever nature;

“Peace Officer” means a police officer, by-law enforcement officer or a special constable appointed pursuant to the *Police Act*, S.N.S. 2004, c.31;

“public place” includes any highway, street, road, lane, alley, taxi stand or other public place in the Municipality;

“service animal” means any animal ~~individually trained to do work or perform tasks for the benefit of the individual with a disability or is used for search and rescue or law enforcement~~ that meets the definition of “service animal” under *By-law A-700 the Animal By-law*, or the definition of “service dog” under the *Service Dog Act*, S.N.S. 2016, c. 4;

“smoke” means smoke, inhale or exhale smoke from, burn, carry, hold or otherwise have control over a lit or heated cigarette, cigar, pipe, waterpipe, electronic cigarette or other device that burns or heats tobacco, cannabis or another substance that is intended to be smoked or inhaled;

“taxi” means a vehicle that is licensed under this by-law as a taxi, but does not include an accessible taxi;

“taxi meter” means a mechanical or electronic meter that automatically measures and registers the distance travelled and time elapsed by the vehicle and the fare corresponding to the distance and time as determined using the fares prescribed by Administrative Order 39;

“TNC Driver” means an individual a licensed driver who is affiliated with a Transportation Network Company for the purpose of transporting passengers for compensation using a TNC Vehicle;

“TNC License” means a license issued to a Transportation Network Company under this By-law;

“TNC Vehicle” means a motor vehicle with a capacity to carry a maximum of eight (8) passengers, plus the driver, that is used by a TNC Driver to provide transportation services that are offered or facilitated by a Transportation Network Company.

“Transportation Network Company” means any person that offers, facilitates, or operates prearranged transportation services for compensation, from a point in Municipality to any point within or beyond the Municipality, using any software or application or telecommunications platform or digital network to connect passengers with TNC Drivers, excluding a licensed taxicab using an app, and may also be referred to as “TNC” for the purposes of this By-law;

“vehicle” means a motor vehicle;

“vehicle for hire” means a motor vehicle that is used by a person to offer, facilitate or operate a transportation service of a passenger or parcels for compensation, and may include a taxi, an accessible taxi, a limousine or TNC vehicle;

“vehicle for hire driver’s licence” means a licence issued by the Municipality to a person permitting that person to operate a vehicle for hire within the Municipality, and may also be referred to as a “VFH driver’s licence” for the purposes of this by-law.

4.0 OPERATING A LICENSED VEHICLE FOR HIRE

4.1 For the purposes of this by-law the operation of a vehicle for hire includes:

- (a) transporting passengers ~~or parcels~~ for hire in or through any public place in the Municipality;
- (b) being in or on any public place in the Municipality while in control of a vehicle for the purpose of offering the vehicle for hire;
 - (i) soliciting passengers for hire regardless of the method used to offer the vehicle for hire or
 - (ii) to solicit passengers and regardless of the method used to signal the driver that a person wants to engage the vehicle; and
- (c) waiting at any location in the Municipality, whether in a public place or a private place, while in the control of a motor vehicle for the purpose of offering the vehicle for hire;
 - (i) soliciting passengers for hire regardless of the method used to offer the vehicle for hire; or
 - (ii) to solicit passengers and regardless of the method used to signal the driver that a

person wants to engage the vehicle.

5.0 NUMBER OF ACCESSIBLE TAXIS AND DRIVERS NOT AFFECTED

5.1 Nothing in this by-law affects or limits either directly or indirectly the number of accessible taxi drivers or the number of accessible taxi vehicles that may be licensed in the Municipality.

PART 1 ADMINISTRATION

6.0 ROLE OF LICENSING AUTHORITY

6.1 The Licensing Authority is responsible for the regulation of licensed vehicles, licensed owners, licensed drivers, brokers and independent brokers, and Transportation Network Companies and the administration and enforcement of the provisions of this by-law, and related regulations, and includes any officer or official carrying out those duties under this by-law.

6.2 The Licensing Authority must:

- (a) make all necessary inquiries concerning applications for licenses under this by-law;
- (b) examine or cause to be examined every applicant for a VFH driver's license for compliance with this by-law;
- (c) examine or cause to be examined every vehicle to be licensed for compliance with this by-law;
- (d) keep a register of all licenses granted containing the name and complete mailing address of every license holder and the date of issue of each license;
- (e) issue licenses in accordance with this by-law if all requirements have been met;
- (f) provide applicants with a copy of this by-law and Administrative Order 39, upon request; and
- (g) determine by inspection and enquiry from time to time whether licensed owners, licensed drivers, licensed vehicles, brokers and independent brokers, Transportation Network Companies, TNC Drivers, TNC Vehicles and TNC Vehicle owners continue to comply with the provisions of this by-law and all applicable laws.

6.3 The Licensing Authority in its sole discretion may abridge or extend the time limits provided for in this by-law.

6.0A SCHEDULES

6.1A Any Schedule attached hereto shall form part of this By-law.

PART 2 PROHIBITIONS RELATED TO UNLICENSED VEHICLES AND DRIVERS

7.0 OPERATION OF VEHICLES

7.1 A person must not operate a vehicle to provide the services of a taxi, accessible taxi or limousine and the owner of a vehicle must not permit its operation as a vehicle to provide the services of a taxi, accessible taxi or limousine unless:

- (a) the vehicle is the subject of a valid taxi owner's license in the case of a vehicle offering the services of a taxi;
- (b) the vehicle is the subject of a valid accessible taxi owner's license in the case of a vehicle

offering the services of an accessible taxi;

- (c) the vehicle is the subject of a valid limousine owner's license in the case of a vehicle offering the services of a limousine;
 - (d) in the case of a taxi or accessible taxi, the original of the owner's license (photocopy or other facsimile is not permitted) for the vehicle is conspicuously displayed on or above the doorpost or on the rear portion of the front seat, and, in case of a limousine, the original of the owner's license (photocopy or other facsimile is not permitted) for the vehicle is in the vehicle and available for presentation upon request; and
 - (e) the license sticker issued for the vehicle by the Licensing Authority for the current license year is affixed to the vehicle in the location and manner prescribed by Administrative Order 39, or is affixed in such other location on the vehicle as approved by the Licensing Authority.
- 7.2** Subsection 7.1 does not apply so as to require a vehicle to be licensed under this by-law if it is used to transport parcels for a fee if it is not used to transport passengers for a fee.
- 7.3** A person must not operate ~~a licensed vehicle as~~ a vehicle for hire unless:
- (a) the person holds a valid VFH driver's license issued pursuant to this by-law;
 - (b) the original of the VFH driver's license (photocopy or other facsimile is not permitted) is conspicuously displayed in the vehicle and is readily visible to any passenger who may be in it.
- 7.4** For greater certainty, subsections 7.1, ~~and~~ 7.2 ~~and 7.3~~ do not apply to a ~~TNC Driver or a~~ TNC Vehicle.

8.0 DEEMED OPERATION OF TAXI OR ACCESSIBLE TAXI

- 8.1** A person who is in control of a taxi or accessible taxi in the Municipality while the vehicle's taxi roof sign is displayed or uncovered is deemed to be operating the vehicle as a vehicle for hire.

PART 3 OWNERS' LICENSES

9.0 OBTAINING OR RENEWING AN OWNER'S LICENSE

- 9.1** ~~The Licensing Authority may issue owner's licenses~~ Subject to this by-law, an individual may obtain or renew an owner's licence by applying to the Licensing Authority in the manner determined by the Licensing Authority.

- 9.2** ~~Subject to this by-law, an owner of a motor vehicle:~~

- ~~(a) who is an individual may obtain or renew an owner's license by applying in person to the Licensing Authority; or~~
- ~~(b) that is a corporation may renew an owner's license by having an officer of the corporation apply in person to the Licensing Authority.~~ **Repealed**

- 9.3** An application to obtain or renew an owner's license must be accompanied by:

- (a) a criminal record/vulnerable sector check in respect of the applicant (if the applicant does not hold a driver license pursuant to this by-law), or if the applicant is a corporation, a criminal record/vulnerable sector check in respect of the applicant officer of the corporation;
- (aa) a child abuse registry check in respect of the applicant, or if the applicant is a corporation, a child abuse registry check in respect of the applicant officer of the corporation;

- (b) ~~a statutory declaration attesting to the matters required by the Licensing Authority;~~ **Repealed**
 - (c) all applicable fees for the license as set by Administrative Order 15;
 - (d) if the applicant is a corporation, a current print out from the Nova Scotia Registry of Joint Stocks showing an active status for the corporation that will operate the vehicle to which the license relates and if that corporation is not the holder of the owner's license also a letter authorizing the use of the corporation's name; and
 - (e) a Nova Scotia Vehicle Registration permit listing the title and license plate in the name of the applicant or owner's license holder, or in the name of the lessor of a leased vehicle, if supported by lease documentation from a commercial lessor showing the applicant or owner's license holder as the lessee of the vehicle.
- 9.4** Despite subsections 9.3 (a) and (aa), if the applicant **for the renewal of an existing owner's licence** has applied for a criminal record/vulnerable sector report and a child abuse registry report but the report or reports are not available at the time of the application, the Licensing Authority may ~~grant the applicant a conditional~~ **renew the existing** owner's license pending receipt of satisfactory reports, if the applicant submits proof to the Authority that the applicant has applied and paid for the reports and a statutory declaration attesting to the application for the record.
- 9.5** If ~~a conditional owner's~~ **an existing owner's** license has been ~~issued~~ **renewed** in the circumstances described in section 9.4 and the criminal record/vulnerable sector report **or child abuse registry check** is not received by the Licensing Authority:
- (a) within ~~120 days~~ **30 days** of the date of ~~issue,~~ **renewal,** the Licensing Authority may ~~suspend the conditional owner's license is automatically suspended~~ until the report is received by the Licensing Authority; and
 - (b) within six months of the date of issue, **the Licensing Authority may revoke** the ~~conditional~~ owner's license ~~is automatically terminated~~.
- 9.5 A** ~~If a conditional owner's license has been issued in the circumstances described in section 9.4 and the child abuse registry report is not received by the Licensing Authority;~~
- ~~(a) within 30 days of the date of issue, the conditional owner's license is automatically suspended until the report is received by the Licensing Authority; and~~
 - ~~(b) within six months of the date of issue, the conditional owner's license is automatically terminated.~~ **Repealed**
- 9.6** If ~~a conditional owner's~~ **an existing owner's** license has been ~~issued~~ **renewed** in the circumstances described in section 9.4 and an unsatisfactory criminal record/vulnerable sector report or child abuse registry report is provided, the Licensing Authority must immediately suspend the owner's license while the Licensing Authority confirms the information contained in the report, and if the information is confirmed the owner's license must be cancelled by the Licensing Authority.
- 9.7** The following insurance requirements apply to a vehicle that is the subject of an application under this section:
- (a) the vehicle must be insured by an SPF 1 Automobile Insurance Policy issued in the name of the owner's license holder in an amount not less than \$1,000,000.00 without any limit on any particular claim up to that amount regardless of the number of persons involved or the nature of the damage;
 - (b) repealed;

- (c) the applicant must deposit the policy or policies required by this section with the Licensing Authority; and
 - (d) the applicant must have directed the insurance company issuing an insurance policy required by this section to advise the Licensing Authority of any change to the coverage and terms of the insurance policy during the term of the license and to notify the Licensing Authority when the insurance policy is no longer in effect.
- 9.8** Despite the definition of “owner” in section 3, if an owner’s license held on October 19, 2010, was at that time subject to a written agreement in respect of a vehicle under which agreement the license holder was not the title or plate holder of the vehicle, the owner’s license may be renewed if the agreement between the two parties has continued uninterrupted since October 19, 2010 and as long as the agreement continues uninterrupted.
- 9.9** A vehicle to be licensed must meet and be maintained to the requirements prescribed by Administrative Order 39 and at any given time may be licensed as only one of the following:
- (a) a taxi;
 - (b) an accessible taxi; or
 - (c) a limousine.
- 9.10** An expired owner’s license is not valid and not operational, but may be renewed within a 30-day grace period following its expiration date.
- 9.11** An expired owner’s license cannot be renewed if more than 30 days have elapsed since its expiration date.
- 9.12** ~~The Licensing Authority may waive the requirement under subsection 9.2 (a) for an individual to appear in person, if the individual submits a medical report satisfactory to the Licensing Authority setting out the medical reasons why applicant is unable to attend in person.~~ **Repealed**
- 9.13** (1) The Licensing Authority must not issue or renew an owner’s license unless the applicant and the vehicle to be licensed meets or continues to meet the requirements of this by-law and all applicable laws.
- (2) The Licensing Authority may decline to issue or renew any owner’s license to any applicant when the Licensing Authority, determines that the issuance or renewal of the license is not in the best interests of furthering the objectives of this by-law, transformation of the vehicle for hire industry into a single owner license held by a licensed driver, service model.
- (3) Notwithstanding subsection 9.13(1) or any other provision of this by-law, the Licensing Authority may issue or renew an owner’s license, which issuance or renewal is not in compliance with any provision of this by-law, when the Licensing Authority, determines that exceptional circumstances warrant such issuance or renewal.
- (4) The Licensing Authority may temporarily suspend the issuance or renewal of an owner’s license, or of a category of owner’s licenses, as determined appropriate by the **Licensing** Authority to respond to circumstances that may arise.
- 9.14** The Licensing Authority must not issue or renew a taxi or limousine owner’s license if the applicant:
- (a) is not a licensed driver in the Municipality; or

- (b) in respect of a taxi owner's licence, the applicant already holds a taxi owner's license in the Municipality either in his or her name or in the name of a corporation in which the applicant is a shareholder.

9.14 A Section 9.14 does not apply to the issuing or renewal of accessible taxi owner licenses.

9.15 Section 9.14 does not apply to the renewal of an owner's license first issued before October 23, 2012, unless the owner has become a licensed driver subsequent to that date and does not apply to the renewal of a limousine owner licenses held in a company name on or before October 23, 2012.

9.16 The Licensing Authority must:

- (a) suspend an owner's license issued to an individual during such periods of time as the provincially issued license to the individual to operate a passenger vehicle is suspended or the VFH driver's license held by the individual in accordance with this by-law is suspended, unless the suspension is due to medical reasons for which the license holder provides supporting documentation satisfactory to the Licensing Authority; and
- (b) cancel an owner's license issued to an individual if the provincially issued license to the individual to operate a passenger vehicle is cancelled or the VFH driver's license held by the individual in accordance with this by-law is cancelled, unless the cancellation is due to medical reasons for which the license holder provides support documentation satisfactory to the Licensing Authority.

9.17 Section 9.16 does not apply to owner's license first issued before July 19, 2008, unless the owner has become a licensed driver subsequent to that date.

9.18 Upon application to the Licensing Authority, a license holder may change the registered vehicle that is the subject of an owner's license to another vehicle:

- (a) that complies with this by-law, and
- (b) upon payment of the fee as set out in Administrative Order 15.

- 9.19**
- (1) An owner's license is the property of the Municipality, is non-transferable, and automatically expires upon the death of the holder.
 - (2) An owner's license issued in the name of a corporation may be renewed but is non-transferable and automatically expires on the sale, devolution or other transfer of any shares of the corporation or upon the issuance of any new shares by the corporation, to a person who was not a shareholder in the corporation on October 23, 2012.
 - (3) The reproduction of an owner's license in any manner is prohibited.
 - (4) An owner shall return their owner's license to the Municipality upon request of the Licensing Authority.

9.20 ~~A conditional owner's license may not be renewed, but is otherwise subject to the same privileges and requirements as an owner's license unless, and to the extent, the contrary is contained in the attached conditions, or otherwise provided for in this By-Law or Administrative Order 39.~~ **Repealed**

10.0 BUSINESS NAME AND ADDRESS

10.1 (1) An owner's license must specify;

- (a) the broker or independent broker name, in the case of a taxi or accessible taxi, or the business name, in the case of a limousine, under which the vehicle to

which the license relates is to be operated; and

- (b) the business address and telephone number from which the vehicle is to be operated.
- (2) The applicant for an owner's license or for the renewal of an owner's license must, at the time of the application, provide the Licensing Authority with a company authorization letter or a current print out from their Nova Scotia Registry of Joint Stocks showing an active status for applicant as a ~~the~~ proprietorship, partnership or corporation, as the case may be.
- 10.2** A person must not operate a licensed vehicle as a vehicle for hire;
- (a) under any **broker, independent broker, or** business name other than the name specified on the owner's license; or
 - (b) from any address other than the business address specified on the owner's license.
- 10.3** (1) At least three days before making the change, the owner's license holder must notify the Licensing Authority of any change in;
- (a) the **broker, independent broker, or** business name under which the licensed vehicle is operated;
 - (b) the business address from which the licensed vehicle is operated; or
 - (c) the owner's residential address.
- (2) Subject to subsection (1), the request for the change shall be accompanied with the payment of the fee as set out in Administrative Order 15.
- 10.4** Saturday, Sunday and holidays are not to be included in calculating the three-day period under section 10.3.

~~10.0 A AFFILIATION WITH A BROKER OR INDEPENDENT BROKER~~

~~10.1 A Any owner's license that is a taxi or accessible taxi owner's license must specify the broker or independent broker the owner's license is affiliated with.~~

~~10.2 A The holder of the owner's license as set out in section 10.1A must notify the Licensing Authority of a change in the affiliation with a broker or independent broker within three days.~~

~~10.3 A Subject to section 10.2A, the request for the change in affiliation shall be accompanied with the payment of the fee as set out in Administrative Order 15.~~

~~10.4 A Saturday, Sunday and holidays are not to be included in calculating the three-day period under section 10.2A.~~ **Repealed**

11.0 VEHICLE REGISTRATION & OWNERSHIP PERMIT

- 11.1** The holder of an owner's license must notify the Licensing Authority of any change in the Nova Scotia vehicle registration permit for the licensed vehicle forthwith after the change.
- 11.2** An owner's license automatically terminates unless the holder of that owner's license registers another vehicle to the license by the earlier of (a) 30 days from the removal of the vehicle or (b) 30 days from the expiration date of the license, in the event of the following:
- (a) holder of an owner's licences ceases to be the owner of licensed vehicle;
 - (b) the owner's license can not be renewed because the licensed vehicle is not in compliance with the vehicle requirements under this by-law; or

- (c) the licensed vehicle is otherwise removed from an owner's license

PART 4

VEHICLE FOR HIRE DRIVERS' LICENSES

12.0 OBTAINING A VEHICLE FOR HIRE DRIVER'S LICENSE

- 12.1 Subject to this by-law, an individual may obtain or renew a VFH driver's license by applying ~~in person~~ to the Licensing Authority ~~using the form supplied by~~ in the manner determined by the Licensing Authority.
- 12.2 An application for a VFH driver's license must be accompanied by;
- (a) a criminal record/vulnerable sector check dated within 30 days of the application;
 - (aa) a child abuse registry check dated within 30 days of the application;
 - (b) ~~a statutory declaration of the applicant attesting to the matters required by the Licensing Authority;~~ **Repealed**
 - (c) all applicable fees for the license as set by Administrative Order 15;
 - (d) ~~two professionally taken passport style photographs dated within 30 days of the date of application which are neither heat sensitive nor subject to fading a~~ **photograph which meets the requirements set by the Licensing Authority;** and
 - (e) a satisfactory Nova Scotia Registry of Motor Vehicles (Client Use) abstract of the applicant's driving record for the class of license prescribed by the *Classification of Drivers' Licenses Regulations*, N.S. Reg. 124/2015, dated within 30 days of the date of application.
- 12.3 Despite subsections 12.2 (a) and (aa), if the applicant is renewing ~~a current~~ **an existing VFH** driver's license and has applied for a criminal record/vulnerable sector report and a child abuse registry report but the reports are not available at the time of the application, the Licensing Authority may ~~grant the applicant a conditional~~ **renew the existing VFH** driver's license pending receipt of satisfactory reports, if the applicant submits proof to the Authority that he or she has applied and paid for the reports and a statutory declaration attesting to the application for the record reports.
- 12.4 If ~~a conditional~~ **an existing VFH** driver's license has been ~~issued~~ **renewed** in the circumstances described in section 12.3 and the criminal record/vulnerable sector report ~~or child abuse registry check~~ is not received by the Licensing Authority;
- (a) ~~within 120 days~~ **30 days** of the date of ~~issue,~~ **renewal,** the Licensing Authority may ~~suspend~~ the ~~conditional~~ **VFH** driver's license ~~is automatically suspended~~ until the report is received by the Licensing Authority, and
 - (b) within six months of the date of issue, ~~the Licensing Authority may revoke the conditional VFH driver's license is automatically terminated.~~ **the Licensing Authority may revoke**
- ~~12.4 A If a conditional driver's license has been issued in the circumstances described in section 12.3 and the child abuse registry report is not received by the Licensing Authority;(deleted)~~
- ~~(a) within 30 days of the date of issue, the conditional driver's license is automatically suspended until the report is received by the Licensing Authority; and~~
 - ~~(b) within six months of the date of issue, the conditional driver's license is automatically terminated.~~ **Repealed**

12.5 If ~~a~~ **an existing VFH** driver's license has been ~~issued~~ **renewed** in the circumstances described in section 12.3 and the criminal record/vulnerable sector report or the child abuse registry report is not satisfactory to the License Authority, the License Authority must immediately suspend the **VFH** driver's license while the Licensing Authority confirms the information contained in the report, and if the confirmed information is not satisfactory to the Licensing Authority the ~~conditional~~ **VFH** driver's license must be cancelled by the Licensing Authority.

13.0 DRIVER'S NAME AND ADDRESS

13.1 An applicant for a **VFH** driver's license must supply a valid residential address and telephone number as part of the licensing information.

13.2 Within three business days of a change in his or her residential address or telephone number, a licensed driver must notify the Licensing Authority of the current information.

14.0 VEHICLE FOR HIRE DRIVERS' LICENSES

14.1 The Licensing Authority may issue **VFH** drivers' licenses.

14.2 Repealed

14.3 An applicant may be issued a **VFH** driver's license if the applicant has met all other requirements of this by-law; and

- (a) has supplied proof of successful completion of the English Language proficiency test, as in effect from time to time, approved by the Licensing Authority; and
- (b) has successfully completed the licensing process and mandatory training, as in effect from time to time, approved by the Licensing Authority.
- (c) Repealed

14.4 A person who has held a **VFH** driver's license pursuant to this by-law, within the two years preceding their application for a **VFH** driver's license and who meets the requirements for a **VFH** driver's license set out in this by-law may be issued a **permanent VFH** driver's license.

14.5 Repealed

14.5 B The holder of any **VFH** driver's license shall, on request by the Licensing Authority, take or re-take and supply proof of successful completion of any course or test as determined appropriate by the Licensing Authority.

14.6 Repealed

14.7 If the holder of a **VFH** driver's license issued by the Municipality suffers a suspension or revocation of his or her provincially issued license to operate a passenger vehicle, then that person's **VFH** driver's license must be correspondingly suspended or revoked for the same period of time.

14.8 (1) A **VFH** driver's license is the property of the Municipality, is non-transferable and automatically terminates upon the death of the holder.

(2) The reproduction of a **VFH** driver's license in any manner is prohibited.

(3) A licensed driver shall return a **VFH** driver's license to the Municipality upon request of the Licensing Authority or a peace officer.

14.9 An applicant to obtain or renew a **VFH** driver's license who is claiming the benefit of sections

28.1(k)(i) or 28.3 due to physical limitation or disability, shall provide an up to date medical report at the time of the application.

- 14.10 The Licensing Authority may temporarily suspend the issuance or renewal of a VFH driver's license, or of a category of VFH driver's licenses, as determined appropriate by the Licensing Authority to respond to circumstances that may arise.

15.0 EXPIRY OF APPLICATIONS

- 15.1 An application for a VFH driver's license automatically expires if the applicant fails to complete the mandatory training process within ~~12~~ three (3) months from the date of the application.

16.0 MANDATORY TRAINING

- 16.1 ~~An applicant for a driver's license who fails the mandatory training shall not be issued a driver's license.~~

(1) The Licensing Authority shall not grant a VFH driver's license unless the applicant has successfully completed the mandatory training program prescribed by the Licensing Authority.

(2) The Licensing Authority shall refuse an application for a VFH driver's license where the applicant attempts and fails to complete the mandatory training program three (3) times, and no new application shall be accepted by the Licensing Authority from such applicant for a period of three (3) months from the date of refusal of such application.

(3) The Licensing Authority shall refuse an application for a VFH driver's license where the applicant has been determined by the Licensing Authority to have cheated during completion of the mandatory training program, and no new application shall be accepted by the Licensing Authority from such applicant for a period of six (6) months from the date of refusal of such application.

PART 5 TERM OF LICENSES

17.0 EXPIRY OF OWNERS' LICENSES

- 17.1 An owner's license held by an individual expires one year from the date the Licensing ~~Administrator~~ Authority determines the license is effective.
- 17.2 If an owner's license is held by a corporation, it may select a renewal date for the owner's license for that corporation and thereafter every owner's license held by that corporation expire on the next anniversary of that date.

18.0 EXPIRY OF VEHICLE FOR HIRE DRIVERS' LICENSES

- 18.1 A VFH driver's license expires two years from the date the Licensing ~~Administrator~~ Authority determines the license is effective.

18.2 Repealed

18.3 Repealed

18.4 A VFH driver's license automatically terminates upon the death of the holder.

19.0 FEES: PRORATION AND NONREFUNDABILITY

- 19.1 Repealed.
- 19.2 The application license fee for a license is not refundable ~~if the license is cancelled, suspended.~~

20. EXPIRY DATE TO APPEAR ON LICENSES

- 20.1 The expiry date must be clearly printed on every owner's license and every VFH driver's license.

21.0 GRACE PERIOD: OWNERS' LICENSES

- 21.1** Despite the expiry of an owner's license, the license may be renewed at any time within 30 days following its expiry. Licenses in their grace period are not legal to operate.
- 21.2** Despite the expiry of an owner's license the Licensing Authority may upon application by an owner extend the period in which to renew an owner's license if:
- (a) the licensed vehicle to which the license relates has been damaged and prevents the vehicle from being operated as a vehicle for hire; and
 - (b) the damage has been certified by an adjuster or the licensed owner's insurer or otherwise established to the satisfaction of the Licensing Authority.
- 21.3** An expired owner's license cannot be renewed if the grace period permitted by section 21.1 or as extended by section 21.2 has expired.

22.0 INCAPACITATED OWNERS AND DRIVERS

- 22.1** (1) A VFH driver's licence that has not been renewed because of illness or injury suffered by the license holder may be renewed at any time upon presentation to the Licensing Authority of a medical report satisfactory to the Authority that the licence holder was prevented for medical reasons, during the entire period in question, from being able to operate a vehicle for hire.
- 22.2** (1) An owner's licence that has not been renewed because of illness or injury suffered by the license holder may be renewed at any time upon presentation to the Licensing Authority of a medical report satisfactory to the Authority that the licence holder was prevented for medical reasons, during the entire period in question, from being able to renew the licence.
- 22.3** Upon the request of the holder of an owner's license, supported by a medical report satisfactory to the Licensing Authority that establishes to the satisfaction of the Licensing Authority that the license holder is incapable of operating a vehicle as a vehicle for hire for medical reasons, the Licensing Authority must suspend the owner's license until such time as the owner supplies confirmation by way of a medical report satisfactory to the Licensing Authority that they are again capable of operating the vehicle for hire.
- 22.4** Despite any limitation on the number of owners' licenses that may be issued, if the Licensing Authority has confirmation of a medical suspension under section 22.3, the Licensing Authority, in its discretion, may issue an owner's license to the next person on the waiting list.

23.0 LICENSES BECOME INVALID AND NON OPERATIONAL ON EXPIRY

- 23.1** An owner's license or VFH driver's license that has expired or that has been suspended, cancelled, revoked or terminated is not valid or operational.

24.0 REPLACEMENT LICENSES

- 24.1** An owner's licence or driver's licence that has been destroyed, lost or stolen will be replaced by the Licensing Authority upon receipt of sufficient proof of the destruction, loss or theft and upon payment of the fee required by Administrative Order 15.

PART 6 OWNERS' RESPONSIBILITIES

25.0 DUTY TO MAINTAIN INSURANCE

- 25.1** The holder of an owner's license:
- (a) must maintain the insurance described in section 9.7 at all times and must provide to the Licensing Authority, upon demand, evidence that the insurance is in force; and

- (b) must require the agent or the insurance company that issued the policy of insurance to immediately notify the Licensing Authority of any changes in coverage or the cancellation of any insurance policy.
- 25.2** The agent or the insurance company referred to in subsection 25.1 (b) must immediately notify the Licensing Authority of any change or cancellation of the policy of insurance.
- 25.3** The Licensing Authority must immediately suspend an owner's license if it receives notification or otherwise has reason to believe that the insurance for the licensed vehicle may have lapsed, been suspended or cancelled, and if it is confirmed that the vehicle is no longer insured, the Licensing Authority must cancel the owner's license.
- 25.4** Despite sections 25.1 and 25.3, if the holder of an owner's license submits a medical report satisfactory to the Licensing Authority establishing that the license holder is incapable of operating the vehicle to which the license relates as a vehicle for medical reasons, the Licensing Authority shall suspend the owner's license until such time as the owner is again capable of operating the vehicle as a vehicle for hire.

26.0 ACCESSIBLE TAXIS: PHYSICALLY CAPABLE DRIVERS & PASSENGER SECUREMENT SYSTEMS

- 26.1** The holder of an accessible taxi owner's license must ensure that all drivers of the accessible taxi to which the license relates are properly instructed on how to apply and do apply the accessible taxi's mobility aid securement systems and occupant restraint systems to all wheelchair passengers in accordance with the manufacturer's specifications, prior to operating the accessible taxi.
- 26.2** All drivers of accessible taxi vehicles must ensure that all necessary assistance is provided to passengers to facilitate the use of the accessible taxi and that all mobility aid securement systems and occupant restraint systems are applied to all wheelchair passengers in accordance with the manufacturer's specifications, prior to operating the accessible taxi.

27.0 DUTY TO ENSURE DRIVERS ARE LICENSED

The holder of an owner's license must not permit any person to operate the vehicle to which the license relates as a vehicle for hire unless the person is in possession of both a valid provincially issued Nova Scotia license to operate a passenger vehicle and a valid VFH driver's license in accordance with this by-law.

PART 7 DRIVER RULES

28.0 COMPLIANCE

28.1 The driver of a licensed vehicle for hire must comply with the following rules while in control of the vehicle ~~to which the license relates~~:

- (a) a driver must maintain a high standard of personal hygiene which will be reflected in a neat, clean and professional appearance and personal cleanliness at all times;
- (b) a driver must not have any other person in the vehicle while engaged by a passenger unless that passenger gives their consent;
- (ba) a driver while transporting a passenger must not
 - (i) use a cellular telephone; or
 - (ii) use a hands-free headset;

- (bb) clause (ba) shall not apply to a driver who uses a cellular telephone or hands-free headset
 - (i) to report an immediate emergency situation, or
 - (ii) in the course of providing a guided tour;
- (c) a driver must not charge separate fares when there is more than one passenger, unless agreed upon by all passengers;
- (d) upon being applied to in person or by radio, or other electronic means, a driver of a licensed taxi or accessible taxi must, unless already engaged by a passenger, place themselves and the vehicle at the disposal of the person so applying and the driver must proceed to any place in the Municipality that the person requests, but the driver may refuse to drive the person if;
 - (i) Repealed
 - (ii) the person's conduct at the time of applying, is such that it causes a driver to fear for his or her safety; or
 - (iii) the person refuses to provide proof of payment or partial payment in advance, as provided for in Administrative Order 39.
- (e) a driver must transport any personal luggage accompanying a passenger and must place the luggage in and take it out of the vehicle if requested to do so by the passenger;
- (f) if a driver engages to be at a particular place at a particular time, he or she must be punctual in attendance at the that time and place;
- (g) a driver must not use abusive or insulting language;
- (ga) a driver must not interfere with the free selection by any passenger of any vehicle;
- (h) a driver while in any public place, must not be noisy or display behaviour that is disruptive or offensive to the public;
- (i) a driver of a licensed taxi, accessible taxi, or limousine may solicit passengers but such solicitation must be done professionally and not in a manner that is noisy, disorderly or considered disruptive or offensive to the public;
- (j) unless otherwise directed by the passenger, the driver must proceed to the destination by the most ~~direct and shortest~~ cost-effective route;
- (k) a driver must not refuse to transport a disabled passenger or a service animal unless:
 - (i) the refusal is justified by physical limitations or disabilities of the driver, and the driver has provided a medical report to the Licensing Authority that supports his or her claim of physical limitations or disabilities, or
 - (ii) transporting the passenger would constitute a by-law violation; and
- (l) a driver must not smoke, including e-cigarettes, in the vehicle nor permit passengers to smoke, including e-cigarettes, in the vehicle;
- (m) a driver must abide by the ~~the Taxicab Passenger/Operator Code of Ethics~~ Vehicle for Hire Code of Conduct as set out in Schedule 6 of Administrative Order #39 and in the case of a taxi, ensure that the ~~Code of Ethics~~ Vehicle for Hire Code of Conduct is available in the vehicle for passengers; and

- (n) a driver must not engage in sexual relations with any passenger
 - (i) during the transporting of a passenger or passengers in the vehicle, or
 - (ii) immediately after transporting a passenger or passengers to a destination.

28.1 A driver, while on duty, must not behave in a manner that places at risk the public confidence in the vehicle for hire industry.

28.2 A driver of a **licensed** vehicle **for hire** may determine whether a passenger may eat or drink while in the vehicle and where a passenger is to sit.

28.3 Despite subsection 28.1 (e), a driver may refuse to handle luggage if the refusal is justified by his or her physical limitations or disabilities and a medical report on the physical limitations or disabilities has been filed with the Licensing Authority.

28.4 A medical report referred to in subclause 28.1(k)(i) and section 28.3 must

- (a) be on file with the Licensing Authority prior to a refusal; and
- (b) be on the signing doctor's letterhead.

29.0 DUTY TO ASSIST PASSENGER

29.1 The driver of a **licensed** vehicle for hire must render all reasonable assistance requested by a passenger in entering or exiting the vehicle or in loading items into the vehicle.

PART 8 SMOKE FREE VEHICLES, SIGNS, FARES, METERS AND GLOBAL POSITIONING SYSTEMS

30.0 VEHICLES TO BE SMOKE FREE

30.1 The owner of a **licensed** vehicle **for hire** must not permit smoking in the vehicle at any time, whether or not the vehicle is being operated at the time as a vehicle for hire.

30.2 Neither the owner nor the driver of a **licensed** vehicle **for hire** may represent that it is a non-smoking vehicle or a smoke free vehicle if it has been smoked in while owned by the current owner.

31.0 SIGNS

31.1 A vehicle must not be operated as a taxi or an accessible taxi unless it is equipped with a taxi roof light sign that complies with the requirements for taxi roof lights set out in Administrative Order 39.

31.2 Repealed.

31.3 A taxi or accessible taxi may display only rooftop advertising that complies with the requirements for rooftop advertising set out in Administrative Order 39.

31.4 The taxi roof light sign must be removed from a taxi, **or** accessible taxi or covered with opaque material when the vehicle is not in service as a vehicle for hire.

31.5 A taxi, accessible taxi or limousine must display and maintain any other signs and decals as set out in Administrative Order 39.

32.0 FARES

32.1 A licensed vehicle may carry passengers and their parcels for hire and may carry parcels for hire in the absence of passengers.

- 32.2 An owner or driver of a licensed vehicle must charge the applicable fares and rates **approved by the Licensing Authority in accordance with** ~~prescribed by~~ Administrative Order 39.
- 32.3 ~~The fare or rate charged by the owner or driver of a licensed vehicle for the carriage of parcels in the absence of passengers must be the same as for the carriage of passengers.~~ **Repealed**
- 32.4 An owner or driver of a taxi or accessible taxi is guilty of an offence if he or she receives or demands a fare that is greater than that registered on the vehicle's taxi meter, unless the fare is otherwise in accordance with the fares set out in Administrative Order 39.
- 32.5 It is not an offence for a driver of a vehicle for hire to accept a gratuity voluntarily offered by a passenger or in the absence of a passenger a person shipping or receiving parcels.
- 32.6 (1) The driver of a vehicle for hire must not demand any additional charge for:
- (a) the transportation of wheelchairs, walkers or service animals accompanying disabled passengers; or
 - (b) escorting passengers to and from the first accessible door of their pick-up or destination.
- (2) ~~For the purposes of subsection (1)(a), "service animal" means any animal individually trained to do work or perform tasks for the benefit of the individual with a disability or is used for search and rescue or law enforcement.~~ **Repealed**
- 32.7 **Where an approved rate schedule does not include a cleaning charge, or where the actual cost of cleaning a vehicle exceeds the approved cleaning charge, it** ~~It~~ is not an offence for a driver of a vehicle for hire to negotiate with a passenger an amount to recover the costs of cleaning or repairing the vehicle if the passenger has damaged or soiled the vehicle.
- 32.8 The driver of a taxi or accessible taxi must post in a place which is clearly visible to passengers:
- (a) a copy of ~~the~~ Taxi Rate Schedule ~~set out in Schedule 1 to Administrative Order 39; and~~ **approved by the Licensing Authority for the broker or independent broker in accordance with the requirements of Administrative Order 39.**
 - (b) ~~if the driver charges fares provided for in Schedule 2 of Administrative Order 39, a copy of the tariff of fares as set out in the Schedule.~~ **Repealed**
- 32.9 The owner or driver of a taxi, accessible taxi or limousine must accept payment of fares by, at a minimum, all of the following methods;
- (a) cash,
 - (b) on account, and
 - (c) electronic payment for debit card and credit card.

33.0 TAXI METERS

- 33.1 A vehicle must not be licensed or operated as a taxi or accessible taxi unless it has a functioning taxi meter installed in the vehicle.
- 33.2 Only one taxi meter may be installed in a taxi or accessible taxi.
- 33.3 The following specifications apply to a taxi meter and its installation:
- (a) ~~it must register only a single tariff;~~ **Repealed**

- (b) it must be ~~connected to and operated from a front wheel of the vehicle or from its transmission or driveshaft~~ capable of accurately measuring the distance traveled by the vehicle;
 - (c) it must be ~~equipped with a timing device that registers the fare while the taxi is engaged but not in motion in accordance with the taxi rate schedule as outlined in Administrative Order 39~~ capable of accurately measuring the speed of the vehicle should the approved fare schedule include a wait time charge;
 - (d) it must be mounted in the taxi or accessible taxi so that the registered fare is clearly visible to passengers at all times and is illuminated by a suitable light while in operation at night;
 - (e) the taxi meter ~~casing and internal components must be kept sealed and intact~~ shall not be altered or modified in any way to interfere with the accuracy fare calculation; and
 - (f) it must not be calibrated to register any fare other than the fares approved by the Licensing Authority in accordance with ~~as outlined in~~ Schedule 1 of Administrative Order 39.
- 33.4** The holder of an owner's license must, at his or her own expense, provide to the Licensing Authority a certificate stating that the taxi meter is properly calibrated to show the fares approved by the Licensing Authority in accordance with ~~set out in~~ Schedule 1 of Administrative Order 39.
- 33.5** The Licensing Authority may refuse to accept a certificate provided under section 33.4 if, in the Licensing Authority's opinion, it cannot be relied upon.
- 33.6** The Licensing Authority must suspend the license of an owner of a taxi or accessible taxi who has contravened section 33.4.
- 33.7** A license suspended under section 33.6 may be reinstated, subject to any other penalty, or continued suspension, pursuant to this bylaw that is appropriate in the circumstances in the judgment of the Licensing Authority, when the owner satisfies the Licensing Authority that the vehicle to which the suspension relates is equipped with a properly installed and calibrated taxi meter.

34.0 DUTY TO USE TAXI METER

- 34.1** The driver of a taxi or accessible taxi who transports any passenger or parcel for hire must ensure that the taxi meter operates during the entire period that the vehicle is engaged unless:
- (a) the driver has made an agreement with the passenger for transportation of the passenger or parcel at the hourly rate provided for in Schedule 1 of Administrative Order 39;
 - (b) the driver is charging a fare provided for in Schedule 2 of Administrative Order 39; or
 - (c) there is a contract for special rates in effect for the transportation of the passenger or parcel as provided for in Schedule 1 of Administrative Order 39.

35.0 TAXI METER INSPECTION

- 35.1** The Licensing Authority may at any time inspect any taxi meter that is installed in a taxi or accessible taxi and may apply such tests to the vehicle and meter as may be necessary to ascertain the accuracy of the taxi meter.
- 35.2** An owner or driver of a taxi or accessible taxi who fails to allow an inspection required by the Licensing Authority or its appointee under section 35.1 or who fails to allow or hinders a test referred to in that section is guilty of an offence.
- 35.3** Without restricting any charge that may be brought under section 35.1, if an owner or driver of a taxi or accessible taxi has failed to allow an inspection required by the Licensing Authority or its

appointee under section 35.1 or has failed to allow or hinders a test referred to in that section, the Licensing Authority must immediately suspend the license of the owner of the vehicle and the driver.

- 35.4** A license suspended under section 35.3 must remain suspended at least until the Licensing Authority is satisfied with the accuracy of the meter.

36.0 OFFENCE: INACCURATE TAXI METERS

- 36.1** An owner and driver of a taxi or accessible taxi is guilty of an offence if ~~he or she~~ **they** operates or permits ~~to be operated a~~ **the** vehicle ~~to be operated~~ as a taxi or accessible taxi if the taxi meter in the vehicle shows a variation of more than five per cent from the ~~proper~~ fare **approved by the Licensing Authority in accordance with** ~~as set out in~~ Schedule 1 to Administrative Order 39.

36.0 A GLOBAL POSITIONING SYSTEMS

- 36.1 A** A vehicle must not be licensed or operated as a taxi or accessible taxi unless it has a functioning global positioning system installed in the vehicle.

- 36.2 A** Every global positioning system must:

- (a) be capable of tracking and locating the position of a vehicle;
- (b) include a vehicle location system;
- (c) be equipped with an emergency call button;
- (d) be fully operational at all times when the vehicle is available for hire to the public; and
- (e) be capable of storing data that shall be shared, upon request, with the Licensing Authority.

**PART 9
TAXI OWNER'S LICENSE LIMITATIONS**

37.0 Repealed

38.0 TAXISTO DISPLAY VALID LICENSE

38.1 Repealed.

38.2 Repealed.

38.3 ~~A vehicle may only be operated as taxi if a valid license sticker is affixed to the vehicle in the location and manner prescribed by Administrative Order 39, or is affixed in such other location on the vehicle as approved by the Licensing Authority.~~ **Repealed**

39.0 Repealed

40.0 TAXI OWNER'S LICENSE LIMITATIONS

40.1 The number of taxi owners' licenses in force at any time in the Municipality must not exceed the number prescribed by Administrative Order 39.

40.2 Except as otherwise provided in this by-law, the Licensing Authority must not issue a new taxi owner's license unless the number of taxi owners' licenses in force is below the number prescribed by Administrative Order 39.

40.3 Unless otherwise provided for in this By-Law, or unless the Licensing Authority determines that exceptional circumstances exist, a taxi owner's license that is revoked or surrendered, or which ceases to be in force for any reason other than expiration, can not be renewed or reissued if the renewal or reissuance will result in the number of licenses in force exceeds the number prescribed in Administrative Order 39.

40.4 The Licensing Authority must maintain a waiting list of applicants for new taxi owner's licences in accordance with Administrative Order 39 and the maintenance of the waiting list and new licenses are to be issued in accordance with Administrative Order 39.

40.5 Section 40.1 does not apply to accessible taxi owner licenses.

**PART 10
COMMON TAXI STANDS**

41.0 COMMON TAXI STANDS

41.1 The Traffic Authority for the Municipality may establish Common taxi stands designated by appropriate signs as provided for under the *Motor Vehicle Act*.

41.2 A common stand may only be used by licensed taxis **or accessible taxis**.

41.3 The following rules apply to the use of a common stand by the driver of a taxi or accessible taxi:

- (a) a driver whose vehicle is available for hire may take a position with his or her vehicle at any common stand where there is vacant position in accordance with the number of positions established by the Traffic Authority as posted on the common taxi stand sign;
- (b) a driver entering a common stand must take his or her position at the rear of the last vehicle in line at the stand;
- (c) whenever a vehicle leaves the common stand, all other drivers must move their vehicles ahead;

- (d) a driver must move his or her vehicle when necessary to allow the departure from the common stand of any other taxi or accessible taxi; and
- (e) a driver parked at a common stand must not:
 - (i) leave his or her vehicle unattended,
 - (ii) obstruct the exit of another vehicle whose driver indicates a desire to leave the stand, or
 - (iii) interfere with the free selection by any passenger of any vehicle at the stand.

PART 11

42.0 Repealed

PART 12

43.0 Repealed

43.1 Repealed

PART 12A

BROKERS AND INDEPENDENT BROKERS

43.0 A APPLICATION FOR BROKER OR INDEPENDENT BROKER LICENSE

43.1 A A license for a broker or independent broker shall be issued when the applicant has provided the Licensing Authority with the following:

- (a) a completed application for a broker or independent broker license;
- (b) if a corporation, file copies of the letters of incorporation or other incorporating documents, duly certified by the proper government official or department, together with an annual return which contains a list of all shareholders of the corporation;
- (c) if a partnership, provide the names and addresses of each member of the partnership as well as the name under which the partnership intends to carry on business;
- (d) the municipal address from which the applicant will be providing dispatching services;
- (e) if an individual, a municipal address from which the applicant will be operating the business;
and
- (f) the fee as set out in Administrative Order #15; **and**

(g) a proposed rate schedule in accordance with Administrative Order 39.

43.2 A Upon issuance of a broker license or an independent broker license, the Licensing Authority shall furnish to the licensee the license certificate.

43.3 A A license for a broker or independent broker issued under this By-law is not transferable.

43.0 B CONDITIONS OF RENEWAL OF A BROKER OR INDEPENDENT BROKER LICENSE

43.1 B A broker license or an independent broker license issued by the Municipality shall be valid for a

period not exceeding one (1) year.

43.2 B A broker license or an independent broker license may be renewed by the Municipality upon the licensed broker or independent broker providing to the Licensing Authority, prior to the expiry date of their current broker license or independent broker license:

- (a) a completed renewal application for a broker license or an independent broker license;
- (b) the renewal fee as set out in Administrative Order #15.

43.0 C REQUIREMENTS OF A BROKER OR INDEPENDENT BROKER

43.1 C A licensed broker or independent broker shall:

- (a) accept requests to dispatch taxi and accessible taxi service, ~~as a minimum, by telephone~~;
- (b) maintain and produce a detailed record of every taxi and accessible taxi service request for a period of not less than one (1) year following the conclusion of the trip, which record shall include:
 - (i) the geographic start point and endpoint of each trip, by longitude and latitude;
 - (ii) the time of arrival at pick-up;
 - (iii) the time of arrival at the destination; and
 - (iv) the driver name and license number;
- (c) provide the records maintained in accordance with clause (b) within 24 hours of receiving a request by the Licensing Authority; and

43.2 C In addition to section 43.1C, a licensed broker shall:

- (a) provide the date and time of each request for taxi or accessible taxi service;
- (b) provide a list of all taxi owner license numbers with whom the broker has entered into any form of arrangement to provide dispatch services upon request of the Licensing Authority;
- (c) maintain and produce a detailed record of every taxi and accessible taxi service request for a period of not less than one (1) year following the conclusion of the trip, which record shall include:
 - (i) the taxi owner license number for each ~~taxicab~~ **taxi or accessible taxi** dispatched for each trip; and
 - (ii) the total number of trips requested and fulfilled, and
 - (iii) the total number of trips requested and not fulfilled, with
 - a. the reason for cancellation of the trip, and
 - b. the geographic start point by longitude and latitude;

43.3 C In addition to section 43.1C, a licensed independent broker shall provide the total number of trips fulfilled.

43.4 C A licensed broker shall submit the information and data set out in sections 43.1C and 43.2C once per quarter.

43.5 C A licensed independent broker shall submit the information and data as set out in sections 43.1C

and 43.3C once per quarter.

43.6 C A broker or independent broker shall:

- (a) enter into a data sharing agreement with the Municipality, and
- (b) obtain written consent to the disclosure of information under the data sharing agreement from any affiliated taxi owner and taxi driver.

43.7 C A licensed broker or licensed independent broker shall only permit a driver licensed under this By-law to operate a taxi or accessible taxi.

43.8 C A licensed broker shall refuse to dispatch a taxi or accessible taxi where the taxi owner license number associated with the taxi is not currently licensed under this By-law.

PART 12B

TRANSPORTATION NETWORK COMPANIES

43.0 D TRANSPORTATION NETWORK COMPANY LICENSE REQUIRED

43.1 D Every person who owns or operates a Transportation Network Company shall obtain a TNC License under this By-law.

43.2 D A TNC License issued under this By-law is not transferable.

43.0E EXEMPTIONS

43.1E This Part shall not apply to:

- (a) taxi or accessible taxi services dispatched by a licensed broker or licensed independent broker, and taxi and accessible taxi services provided by a licensed taxi owner ~~or a licensed taxi driver~~, under this By-law;
- (b) limousine services provided by a licensed limousine service provider under this By-law; or
- (c) a passenger transportation system provided by the Halifax Regional Municipality including public transit services known as Halifax Transit and Access-a-Bus.

43.0F CONDITIONS FOR ISSUANCE OF TNC LICENSE

43.1F The Licensing Authority shall only issue a TNC License under this By-law if the applicant:

- (a) has provided proof that the corporation is legally entitled to conduct business in Nova Scotia, if the applicant is a corporation, including but not limited to letters of incorporation or other incorporating documents, duly certified by the proper government official or department of the Province of Nova Scotia or of the Government of Canada; and,
- (b) has provided the names and addresses of each member of the partnership as well as the name under which the partnership intends to carry on business, if the applicant is a partnership,
- (c) has provided a completed application form prescribed by the Licensing Authority for a TNC License;
- (d) has paid the licensing fee prescribed in Administrative Order 15;
- (e) has provided the address and contact information of a place of business in Nova Scotia, which is not a post office box, to which the Municipality may send during business hours any

notice or documentation or communication that may be required under this By-law and at which the applicant or the applicant's agent will accept receipt of such notice, documentation or communication;

- (f) has provided proof of insurance required under this Part; and
- (g) has provided any other information required by the Licensing Authority for the purposes of issuance of a TNC License.

43.0 G CONDITIONS FOR RENEWAL OF TNC LICENSE

43.1 G A TNC License issued by the Licensing Authority is valid for a period of one (1) year from the date of issuance.

43.2 G A TNC License may be renewed by the Licensing Authority upon the provision by the Licensee, prior to the expiry of the License, of the following:

- (a) a completed renewal application as prescribed by the Licensing Authority;
- (b) proof of insurance required under this Part;
- (c) payment of the renewal fee prescribed in Administrative Order 15; and,
- (d) any other information required by the Licensing Authority for the purposes of renewal of a TNC License.

43.0 H TNC COMMUNICATIONS TO PASSENGERS

43.1 H Any software or application or telecommunications platform or digital network used or facilitated by a Transportation Network Company to connect passengers with TNC Drivers must:

- (a) at the time of the arranging of the trip, disclose to the passenger requesting the transportation service:
 - (i) the first name and photograph of the TNC Driver who will provide the transportation service;
 - (ii) a description of the make, model, colour and license plate of the TNC Vehicle that will be used to provide the transportation service;
 - (iii) the applicable rate being charged for the trip,
 - (iv) the surcharge for the trip, if any;
 - (v) an estimate of the total cost of the trip, if requested by the passenger;
 - (vi) allow the passenger to track the location and route of the TNC Vehicle providing the transportation service; and
 - (vii) provide the ability for the passenger to rate the TNC Driver and TNC Vehicle used to provide the transportation service.
- (b) include a process by which the passenger accepts or refuses the transportation service prior to the trip commencing and keeping a record of such acceptance or refusal;
- (c) provide a secure payment mechanism for the trip;
- (d) provide a print or electronic receipt to the passenger at the end of the trip or shortly thereafter that includes information confirming:

- (i) the rate and surcharge, if any, charged for the trip;
- (ii) the total amount paid for the trip;
- (iii) the date and time of the trip;
- (iv) the destination(s) of origin and the final destination(s) of the trip;
- (v) the total time and total distance of the trip;
- (vi) the first name of the TNC Driver who provided the transportation service; and,
- (vii) the make, model and license plate number of the TNC Vehicle used to provide the transportation service.

43.2 H A Transportation Network Company shall make available to the public, in an easily accessible format on its software or application or telecommunications platform or digital network and by any other means of its choice, information about:

- (a) the insurance coverage required to be maintained by the TNC and by TNC Drivers under this By-law, including the amount and type of the insurance coverage, and the parties and properties insured;
- (b) information about the transportation services offered by TNC Drivers;
- (c) the applicable screening process for TNC Drivers and TNC Vehicles; and,
- (d) notification that TNC Drivers are prohibited from soliciting, accepting requests for transportation services that are not prearranged using the software or application or telecommunications platform or digital network of the Transportation Network Company with which the TNC Driver is affiliated, including accepting street hails or picking up fares at taxi stands.

43.0 I DATA ON TRIPS

43.1 I A Transportation Network Company shall:

- (a) enter into a data sharing agreement with the Municipality, and
- (b) obtain written consent to the disclosure of information under the data sharing agreement from any affiliated TNC Driver and TNC Vehicle owner.

43.2 I A Transportation Network Company shall create and maintain records of the following information in a format accessible by the Licensing Authority, for a period of not less than one (1) year following the conclusion of the trip:

- (a) the total number of trips requested and fulfilled, and requested and not fulfilled;
- (b) for each trip provided by a TNC Driver,
 - (i) the date and time of the trip requested and fulfilled, and
 - (ii) its geographic start point and endpoint, by longitude and latitude;
- (c) for each trip requested and not fulfilled,
 - (i) the reason for the cancellation of the trip, and

- (ii) the geographic start point, by longitude and latitude; and
- (d) the TNC Driver and TNC Vehicle information corresponding with each requested trip, including:
 - (i) the full name of the TNC Driver,
 - (ii) the license plate number of the TNC Vehicle,
 - (ii) the year, make and model of the TNC Vehicle,
 - (iv) the date, time and duration of the trip, and,
 - (v) the hours and minutes spent by the TNC Vehicle, transporting the passenger(s), including time spent enroute to pick up the passenger(s).

43.3 I A Transportation Network Company shall make available to the Licensing Authority the records or information required pursuant to section 43.11 within 24 hours following a request by the Licensing Authority.

43.4 I A Transportation Network Company shall submit the information and data set out in section 43.11 once per quarter.

43.0 J LICENSING AUTHORITY ACCESS TO PLATFORM TRANSPORTATION NETWORK COMPANY OBLIGATIONS

43.1 J ~~Every Transportation Network Company shall provide to the Licensing Authority direct access to its software, application, or telecommunications platform or digital network used to provide the transportation service for the purposes of allowing the Licensing Authority to inspect and investigate, in real time, compliance with this By-law and to determine the location of any TNC Vehicle providing transportation services affiliated with the TNC.~~ **Repealed**

43.2 J No Transportation Network Company shall interfere with the Licensing Authority's inspection or investigation.

43.0 K TNC DRIVER REQUIREMENTS

43.1 K A Transportation Network Company shall ensure that a person approved as a TNC Driver meets the following requirements at all times when providing transportation services using a TNC Vehicle:

- (a) holds a valid and current unrestricted driver's license issued by the Province of Nova Scotia;
- (b) ~~has a minimum of three (3) years driving experience~~
- (c) ~~has provided to the TNC original documents from the issuing agency, dated within 30 days of approval to be a TNC Driver and then annually thereafter, outlining acceptable results of investigations related to the applicant for:~~
 - (i) ~~a criminal record check;~~
 - (ii) ~~a vulnerable sector check; and~~
 - (iii) ~~a child abuse registry check;~~
- (d) ~~has provided to the TNC a Nova Scotia Registry of Motor Vehicles (Client Use) abstract of the Driver's driving record for the class of license prescribed by the~~

~~Classification of Drivers' Licenses Regulations, N.S. Reg. 124/2015, dated within 30 days of approval to be a TNC Driver and then annually thereafter; and,~~

~~(e) prior to commencement as a TNC Driver and then annually thereafter, provision of a signed declaration confirming that they do not have any outstanding criminal charges or warrants pending before any courts. Repealed~~

~~(f) holds a valid VFH Driver's Licence issued by the Licensing Authority in accordance with this by-law.~~

43.2 K A Transportation Network Company:

~~(a) shall refuse to approve a person to be a TNC Drive, and~~

~~(b) on discovery of the information, shall remove a person operating as a TNC Driver for that Transportation Network Company,~~

~~if that person:~~

~~(i) has accumulated ten or more demerit points on the driving record abstract;~~

~~(ii) has, within the preceding five years,~~

~~a. been convicted, or has active charges, of one of the offences under the Motor Vehicle Act set out in Schedule B; or~~

~~b. had their license suspended pursuant to s.279C of the Motor Vehicle Act;~~

~~(iii) has a driver's license or owner's license revoked or refused under this By-law;~~

~~(iv) had a driver's license or owner's license suspended under this By-law for engaging in behaviour deemed by the Licensing Authority to be unsafe;~~

~~(v) was removed from that Transportation Network Company's platform for engaging in behaviour determined by the Transportation Network Company to be unsafe; or~~

~~(vi) was removed from another Transportation Network Company's platform for engaging in behaviour determined to be unsafe, and the Transportation Network Company considering the person for a TNC Driver received notification of the person's removal. Repealed~~

~~(c) shall refuse to approve a person to be a TNC Driver who does not hold a valid VFH driver's license issued by the Licensing Authority; and~~

~~(d) shall remove a person operating as a TNC Driver for that Transportation Network Company whose VFH driver's license is revoked, suspended, expired, or otherwise invalid in accordance with this by-law.~~

43.3 K ~~Every Transportation Network Company shall keep copies of the documents and information required to under clauses (b), (c), (d) and (e) of section 43.1K for a period of not less than one (1) year after the Individual ceases to be affiliated with the TNC. Repealed~~

43.0 L TNC DRIVER REPORTING

43.1 L Every Transportation Network Company shall provide to the Licensing Authority a list of the drivers operating on the Transportation Network Company's platform.

43.2 L The list of drivers referred to in section 43.1L shall be provided on a monthly basis.

43.3 L Every Transportation Network Company shall provide the name of any driver removed from the Transportation Network Company's platform to the Licensing Authority immediately upon removal.

43.0 ~~M~~ TNC DRIVER IDENTIFICATION CARD AND TNC VEHICLE DECAL

~~43.1 M A Transportation Network Company shall issue to every TNC Driver that meets the requirements of this By-law and that is affiliated with the Transportation Network Company a current and up-to-date identification card in written or accessible electronic form bearing the following information:~~

~~(a) the first and last name and photograph of the TNC Driver;~~

~~(b) the make, model, colour, and license plate number of the TNC Vehicle used by the TNC Driver, and,~~

~~(c) the name and contact information of the Transportation Network Company with which the TNC Driver is affiliated. Repealed~~

43.2 M Every Transportation Network Company shall require and TNC Driver shall ensure ~~the identification card required under section 43.1M~~ that the VFH driver's licence issued by the Municipality:

(a) is ~~in~~ displayed inside the TNC Vehicle in a place which is clearly visible to passengers at all times when transportation services are offered or provided by a TNC Driver affiliated with the Transportation Network Company, and,

(b) is produced immediately upon request of a peace officer.

43.3 M Every Transportation Network Company shall provide a decal to a TNC Driver identifying the TNC Vehicle is authorized to provide transportation services for the Transportation Network Company.

43.4 M A decal provided under section 43.3M shall be displayed to the bottom corner of the front windshield on the passenger side of the vehicle so as to be clearly visible from the exterior while the vehicle is being used in the provision of transportation services for the Transportation Network Company.

43.0 ~~N~~ TNC DRIVER OBLIGATIONS

43.1 N A TNC Driver shall only accept requests for transportation services that are prearranged using the software or application or telecommunications platform or digital network of the Transportation Network Company with which the TNC Driver is affiliated.

43.2 N No TNC Driver shall interfere with an inspection or investigation conducted by the Licensing Authority.

43.0 P TNC VEHICLE REQUIREMENTS

43.1 P Every Transportation Network Company shall ensure that a TNC Vehicle meets the following requirements at all times when providing the transportation service:

(a) the TNC Vehicle is the subject of a valid and current Province of Nova Scotia Vehicle Inspection issued pursuant to the *Vehicle Inspection Regulations, N.S. Reg. 214/2006* prior to commencement of use as a TNC Vehicle;

- (b) the TNC Vehicle is the subject of a valid motor vehicle registration issued pursuant to the *Motor Vehicle Act* prior to commencement of use as a TNC Vehicle; and,
 - (c) the TNC Vehicle is less than 10 years old at the initial time of approval by the Transportation Network Company for use as a TNC Vehicle.
- 43.2 P** Every Transportation Network Company shall obtain and maintain records required under section 43.1P for a period of not less than one (1) year after the TNC Vehicle is no longer used to provide the transportation service.
- 43.3 P** A Transportation Network Company shall make available to the Licensing Authority the records required to be kept under section 43.2P within 24 hours following a request of the Licensing Authority.
- 43.0 Q INSURANCE REQUIREMENTS OF A TRANSPORTATION NETWORK COMPANY**
- 43.1 Q** Every Transportation Network Company shall obtain and maintain an SPF No. 9 – Transportation Network for Nova Scotia Automobile Policy while licensed under this By-law.
- 43.2 Q** Every Transportation Network Company shall deposit the policy required under section 43.1Q with the Licensing Authority.
- 43.3 Q** Every Transportation Network Company shall direct the insurance company issuing an insurance policy required by section 43.1Q to advise the Licensing Authority of any change to the coverage and terms of the insurance policy during the term of the license and to notify the Licensing Authority when the insurance policy is no longer in effect.
- 43.0 R INSURANCE REQUIREMENTS FOR TNC VEHICLE OWNERS**
- 43.1 R** A TNC Vehicle owner shall obtain and maintain an SPF 1 Automobile Insurance Policy issued in the name of the TNC Vehicle owner.
- 43.2 R** Every Transportation Network Company shall ensure that every TNC Vehicle owner obtains and maintains the required automobile insurance.
- 43.3 R** A Transportation Network Company shall obtain proof of insurance from every TNC Vehicle owner evidencing compliance with the requirements of section 43.1R prior to affiliation of the TNC Vehicle, and on an annual basis thereafter, and shall keep such records for a period of not less than one (1) year after the TNC Vehicle ceases to be affiliated with the TNC.

PART 13

REFUSAL, SUSPENSION AND REVOCATION OF LICENSES

44.0 GENERAL

- 44.1** The Licensing Authority may suspend or revoke the owner's license or VFH driver's license, or both, the broker's or independent broker's license or the TNC License of any license holder, or refuse any applicant who
- (a) contravenes this by-law;
 - (b) is either charged or convicted pursuant to any municipal by-law, or provincial or federal legislation;
 - (c) has committed any act or acts that, in the opinion of the Licensing Authority, it is in the public interest that the person not hold either an owner's license, a VFH driver's license, a broker's license, an independent broker's license or a TNC License;
 - (d) refuses to respond or cooperate with an investigation conducted by the Licensing Authority;

- (e) has been convicted within the last ten years of a criminal offence as set out in Schedule A to this By-law;
- (ea) has been convicted within the last five years of one of the offences under the Motor Vehicle Act set out in Schedule B;
- (eb) has had their provincial driver's license suspended pursuant to s.279C of the Motor Vehicle Act;
- (f) has failed to immediately notify the Licensing Authority that they have become the subject to a court order, undertaking, charge or conviction;
- (g) has a driving record, criminal or provincial offence record or outstanding criminal charges that in the opinion of the Licensing Authority makes him or her unfit to operate a taxi, accessible taxi, or limousine, as the case may be;
- (h) has a criminal record in another country or jurisdiction that is similar in nature to the provisions described in subsection (e); or
- (i) is in violation of the ~~Taxicab Passenger/Operator Code of Ethics~~ Vehicle for Hire Code of Conduct as set out in Administrative Order 39.

45.0 FALSE STATEMENTS

45.1 If an applicant or the holder of an owner's license, a VFH driver's license, a broker's license, an independent broker's licence or a TNC License makes a false statement in a statutory declaration made pursuant to this By-law, the Licensing Authority may:

- (a) refuse to issue the license that is the subject of the application;
- (b) revoke any owner's licenses and or any VFH driver's licenses held by the applicant, or a broker's license or independent broker's licence or a TNC License; and
- (c) direct that the applicant is ineligible to apply for or to be granted a license under this By-law for a period of up to five (5) years.

46.0 NOT FIT AND PROPER PERSON

46.1 In addition to any other grounds for refusing to grant, suspending or revoking an owner's license, a VFH driver's license, a broker's license, an independent broker's licence or a TNC License, the Licensing Authority may refuse to grant, may suspend, or may revoke an owner's license, a VFH driver's license, a broker's license, an independent broker's licence or a TNC License if, in the opinion of the Licensing Authority, the applicant or license holder, as the case may be, is not a fit and proper person to have the license.

47.0 NOTICE OF SUSPENSIONS. REVOCATIONS

47.1 The Licensing Authority must immediately notify a license holder whose owner's license, VFH driver's license, broker's license, independent broker's licence or TNC License has been suspended or cancelled.

47.2 The notice under section 47.1 may be served on the license holder by registered mail addressed to the license holder's last known address on file with the Licensing Authority, and if sent by registered mail is deemed to have been served on the earlier date of actual receipt by the license holder or five business days from the date of mailing.

47.3 The license holder may within 15 days from the date of the service of the notice, appeal the suspension or revocation to the Appeal Committee.

- 47.4 If at any time a person who holds a VFH driver's license under this by-law ceases to hold a valid class of driver's license issued by the Province of Nova Scotia as required to operate a taxi vehicle for hire, the VFH driver's license issued under this by-law is deemed to be suspended and the person must immediately surrender it to the Licensing Authority.
- 47.5 A person whose VFH driver's license is suspended under section 47.4 may apply for reinstatement when his or her provincial chauffeur's license driver's licence is renewed or reinstated.
- 47.6 The Licensing Authority may order a driver to take remedial sensitivity training in relation to the provision of service to disabled persons if as a result of its an investigation the Licensing Authority is of the opinion that the driver would benefit from such remedial training.

PART 14 APPEALS

48.0 APPEALS

- 48.1 A person whose application for the issuance or renewal of an owner's license, VFH driver's license, broker's license, independent broker's licence or TNC License is refused by the Licensing Authority, or a person whose owner's license, VFH driver's license, broker's license, independent broker's licence or TNC License is suspended, revoked or cancelled by the Licensing Authority, may appeal the refusal, suspension, revocation or cancellation to the License Appeal Committee, within 15 days from the date of the refusal, suspension or cancellation.
- 48.1 A There is no right of appeal of a non-discretionary decision of the Licensing Authority.
- 48.2 A person whose application is refused or a person whose owner's license, VFH driver's license, broker's license, independent broker's licence or TNC License is suspended, revoked or cancelled by the Licensing Authority may appeal to the License Appeal Committee within 15 days after the refusal, suspension or cancellation by submitting their appeal in writing to the Municipal Clerk's Office.
- 48.2 A An appeal will be heard by the License Appeal Committee.
- 48.3 The License Appeal Committee must hear the Appellant and may
- (a) confirm or vary the decision of the Licensing Authority;
 - (b) order that a license be revoked and surrendered; or
 - (c) order that a license be granted or reinstated, with or without conditions.
- 48.4 The License Appeal Committee may order that a license be granted or reinstated subject to the appellant completing any mandatory training required in this By-law, or proving that the appellant meets the qualifications and requirements of this by-law, or subject to any conditions that the License Appeal Committee determines appropriate under the circumstances.
- 48.4 A A person whose appeal of an application refusal, renewal refusal or a license revocation is not successful must wait one calendar year from the date of the hearing of the appeal before submitting a new application to the Licensing Authority.
- 48.5 The License Appeal Committee must not make any decision that the Licensing Authority could not have made under this by-law.

PART 15

PROSECUTIONS AND GENERAL OFFENCE

49.0 PROSECUTIONS

- 49.1** The Licensing Authority or any peace officer of the Municipality may cause to be prosecuted any person who contravenes this By-law or administrative order.

50.0 GENERAL OFFENCE

- 50.1** A person who contravenes any section of this By-Law is liable upon summary conviction to a minimum penalty of not less than:

- (a) one hundred dollars (\$100.00) for a first offence,
- (b) two hundred dollars (\$200.00) for a second offence,
- (c) four hundred dollars (\$400.00) for a third offence,

and a maximum penalty of not more than five thousand dollars (\$5000.00), and in default of payment, to imprisonment for a term not exceeding sixty (60) days.

- 50.2** A broker, independent broker or Transportation Network Company who contravenes any section of this By-Law is liable upon summary conviction to a minimum penalty of not less than:

- (a) five hundred dollars (\$500.00) for a first offence,
- (b) eight hundred dollars (\$800.00) for a second offence,
- (c) twelve hundred dollars (\$1,200.00) for a third offence,

and a maximum penalty of not more than ten thousand dollars (\$10,000.00), and in default of payment, to imprisonment for a term not exceeding sixty (60) days.

PART 16 TRANSITION

51.0 TRANSITION

- 51.1** A license granted under By-Law T-108 before its repeal and that was valid immediately before that repeal is continued under this by-law and expires at the time set out in the license.
- 51.2** A license granted under By-Law T-108 before its repeal that was suspended or had expired before that repeal may be reinstated in accordance with this by-law and this by-law applies to the reinstatement as if had been in force on the day that the license was suspended or expired.
- 51.3** An application for a license made under By-Law T-108 is continued as an application for a licence under this by-law and this by-law applies to the application as if it had been in force on the day that the application was made.
- 51.4** All waiting lists for new owners' licenses that existed under By-law T-108 immediately before its repeal are continued, subject to Administrative Order 39, as waiting lists under this by-law and the names on the list retain the same position on the list as they had before that repeal.
- 51.5** Notwithstanding the requirements of this by-law for a TNC driver to hold a valid VFH driver's licence, and for a TNC to only accept TNC drivers who hold a valid VFH driver's licence, and subject to section 51.6, any TNC driver who was approved by a licensed TNC prior to the coming into force of By-law T-1008 may continue to drive for such TNC until 60 days after the coming into force of By-law T-1008, after which the TNC driver must hold a valid VFH driver's

licence.

51.6 The Licensing Authority may grant additional time for a TNC driver to hold a valid VFH driver's licence under section 51.5.

51.7 For greater certainty, section 51.5 does not permit a TNC to accept a new TNC driver after the coming into force of By-law T-1008 who does not hold a valid VFH driver's licence, including a TNC driver who has previously been approved by a different TNC.

PART 17 REPEAL

52.0 BY-LAW T-108 REPEALED

52.1 By-law T-108, the Halifax Regional Municipality Taxi and Limousine By-law, and all amendments to it are 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 By-law was passed at a meeting of Halifax Regional Council held on October 23, 2012.

Cathy Mellett, Municipal Clerk

Notice of Motion:	August 14, 2012
First Reading:	September 11, 2012
Notice of Public Hearing Publication:	October 6, 2012
Second Reading:	October 23, 2012
Approval of Service Nova Scotia and Municipal Relations:	N/A
Effective Date:	November 17, 2012
Amendment # 1 - (By-law T-1001)	
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First Reading:	April 26, 2016
Notice of Public Hearing Publication:	May 7, 2016
Second Reading:	May 24, 2016
Approval of Service Nova Scotia and Municipal Relations:	N/A
Effective Date:	June 11, 2016
Amendment # 2 – (By-law T-1002)	
Notice of Motion:	September 5, 2017
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Notice of Public Hearing Publication:	September 30, 2017
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Amendment # 3 – (By-law T-1003)	
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Amendment # 4 – (By-law T-1004)	
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Approval by Minister of Municipal Affairs and Housing:	N/A
Effective Date:	November 1, 2020
Amendment #5 - (By-law T-1005)	
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Approval by Minister of Municipal Affairs and Housing:	N/A
Effective Date:	June 12, 2021
Amendment #6 – (By-law T-1006)	
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Second Reading:	February 8, 2022
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Amendment #7 – (By-law T-1007)

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N/A

Effective Date:

September 2, 2023

Schedule A

Offences under the *Criminal Code*

	Offence	Section
(a)	Possession of weapon for dangerous purpose	s.88
(b)	Carrying concealed weapon	s.90
(c)	Unauthorized possession of motor vehicle	s.94
(d)	Weapons trafficking	s.99
(e)	Possession for purpose of weapons trafficking	s.100
(f)	Sexual interference	s.151
(g)	Invitation to sexual touching	s.152
(h)	Sexual exploitation	s.153
(i)	Sexual exploitation of person with disability	s.153.1
(j)	Transporting person to bawdy house	s.211
(k)	Living on the avails of prostitution	s.212(1)(j)
(l)	Living on the avails of juvenile prostitution and using violence	s.212(2.1)
(m)	Causing death by criminal negligence	s.220
(n)	Causing bodily harm by criminal negligence	s.221
(o)	Murder	s.229-231
(p)	Manslaughter	s.236
(q)	Attempt to commit murder	s.229-231
(r)	Dangerous operation of motor vehicle	s.320.13(1)
(s)	Failure to stop at scene of accident	s.320.16
(t)	Operating while impaired	s.320.14(1)(a)

	Offence	Section
(u)	Operating — over 0.08	s.320.14(1)(b)
(v)	Operating with blood drug concentration equal to or exceeding	s.320.14(1)(c)
(w)	Operating with BAC and blood concentration equal to or exceeding	s.320.14(1)(d)
(x)	Refuse to comply with demand	S.320.15(1)
(y)	Operate vehicle while disqualified	s.320.18(1)
(z)	Assault	s.265
(aa)	Assault with a weapon or causing bodily harm	s.267
(bb)	Aggravated assault	s.268
(cc)	Sexual assault	s.271
(dd)	Sexual assault with a weapon or causing bodily harm	s.272(1)
(ee)	Aggravated sexual assault	s.273
(ff)	Theft over \$5,000.00	s.322, 334 (a)
(gg)	Theft under \$5,000.00	s.322, 334 (b)
(hh)	Motor vehicle theft	s. 333.1
(ii)	Theft, forgery, etc., of credit card	s.342
(jj)	Robbery	s.343, 344
(kk)	Tampering with vehicle identification number	s.353.1
(ll)	Fraud over \$5,000.00	s. 380(1)(a)
(mm)	Fraud under \$5,000.00	s.380(1)(b)

Offences under the *Controlled Drugs and Substances Act*

	Offence	Section
(a)	Trafficking in substance	s.5(1)
(b)	Possession for purpose of trafficking	s.5(2)

Schedule B

Offences under the Motor Vehicle Act

	Offence	Section
(a)	Failing to drive or operate motor vehicle in careful and prudent manner	100(2)
(b)	Failure to drive or operate motor vehicle at a careful and prudent speed for existing conditions	101
(c)	Failing to immediately stop at scene of accident	97(1)
(d)	Failing to give name, address and registration number of vehicle or exhibit driver's license to person struck, to driver or occupants of vehicle collided with, or to witness	97(3)
(e)	Failing to render reasonable assistance to person injured in accident	97(3)
(f)	Failing to take reasonable steps to locate and notify owner of, or person who has control over, unattended vehicle or property damaged in accident of circumstances of accident	97(4)
(g)	Failing to give name, address, registration number of vehicle and number of driver's license to owner of, or person who has control over, unattended vehicle or property damaged in accident	97(4)
(h)	Failing to provide particulars of accident to police	97(5)
(i)	Operating motor vehicle on highway in race, in contest, while performing a stunt or on bet or wager	163(1)
(j)	Operating motor vehicle while registration or permit (specify) cancelled, revoked or suspended	287(2)

Schedule C

LICENSE APPEAL COMMITTEE

WHEREAS Council for the Halifax Regional Municipality considers it necessary and desirable to establish the License Appeal Committee to whom may be delegated quasi-judicial and legislative authority under By-law T-1000, the *Halifax Regional Municipality Taxi, Limousine and Transportation Network Companies By-law*;

AND WHEREAS Section 21 of the Halifax Regional Municipality Act, 2008, c. 39, permits the appointment of persons who are not members of the Council to a committee;

AND WHEREAS Subsection 21(6) of the Halifax Regional Municipality Act, 2008, c. 39, permits the payment of an honorarium to a committee member who is not a member of Council;

BE IT RESOLVED AS A SCHEDULE TO BY-LAW T-1000 of the Council of the Halifax Regional Municipality under the authority of the *Halifax Regional Municipality Charter*, as follows:

Application

1. This Schedule applies to appeals submitted under section 48.0 of By-law T-1000, the *Taxi, Limousine and Transportation Network Companies By-law*.

Creation of License Appeal Committee

2. The License Appeal Committee is hereby created.

Duties of the Committee

3. The Committee shall hear appeals that are directed to the License Appeal Committee Under this By-law as follows:

- (a) repealed;
- (b) the Committee shall exercise authority and discretion conferred or delegated to the License Appeal Committee by this By-law;
- (c) the Committee shall render a decision at the completion of the appeal hearing; and
- (d) be subject to Part XX (Freedom of Information and Protection of Privacy) of the *Municipal Government Act* and the *Municipal Conflict of Interest Act*.

Quorum

3A. Quorum at an appeal hearing of the License Appeal Committee shall be three (3) members.

Procedure of the Committee

4. The appeal hearing shall follow the Appendix "A" – Rules for Public Hearing as set out in Administrative Order 1 or the rules for virtual appeals set out in Schedule 2 of the Covid-19 Administrative Order.

Composition of Committee

5. (1) The Committee shall be appointed by Council.

(2) The Committee shall be comprised of a minimum of three (3) and a maximum of five (5) Appeal Committee Members who reside within the Municipality.

(2A) One Appeal Committee Member shall be appointed as Chair of the Committee.

(3) When making appointments, Council shall consider if the members are from diverse communities.

6. (1) To be eligible as members of the Committee, the Appeal Committee Members shall commit to the term period specified in Section 7.

(2) Members of the Committee shall:

- (a) have knowledge and experience in Administrative Law;
- (b) be able to conduct a fair and impartial hearing; and
- (c) have excellent written and oral communication skills.

(3) The Chair of the Committee shall:

- (a) lead and guide the process to facilitate appeal hearings; and
- (b) encourage participation by all members of the Committee.

7. Members of the Committee shall be appointed by Council for a period of three (3) years and shall be eligible for re-appointment, in accordance with the Public Appointment Policy.

8. Unless subsection 22(1A) of the *Halifax Regional Municipality Charter* respecting parental accommodation applies, a member of the Committee who, without leave of the Committee, is unavailable for three consecutive assignments of the Committee ceases to be a member of the Committee.

9. If a vacancy occurs on the Committee, for any reasons other than the expiration of the term of a member, Council may appoint a person to fill the vacancy, and that person shall hold office for the remainder of the term of the vacated position.

Remuneration of Committee Members

10. In accordance with subsection 21(6) of the *Halifax Regional Municipality Charter*, a Member of the Committee who is not a member of Council may receive an honorarium at a rate set by Council.

11. The Committee shall receive honorariums as follows:

- (a) an Appeal Committee Member shall receive an honorarium of \$250.00 per appeal hearing; and
- (b) the Chair of the Committee shall receive an honorarium of \$300.00 per appeal hearing.

**HALIFAX REGIONAL MUNICIPALITY
BY-LAW NUMBER T-1008
RESPECTING THE REGULATION OF TAXIS, ACCESSIBLE TAXIS, LIMOUSINES
AND TRANSPORTATION NETWORK COMPANIES**

BE IT ENACTED by the Council of the Halifax Regional Municipality that By-law T-1000, the *Halifax Regional Municipality Taxi, Limousine and Transportation Network Companies By-law*, is amended as follows:

1. Subsection 3.1 is amended by:

- (a) repealing the definition of “driver’s license”;
- (b) adding the words “vehicle for hire” after the word “valid” and before the word “driver’s” in the definition of “licensed driver”;
- (c) striking out the word “as” after the word “regulations” and before the word “designated” and substituting it with the words “and including the person” in the definition of “Licensing Authority”;
- (d) adding the words “as the Licence Administrator” after the word “designated” and before the word “by” in the definition of “Licensing Authority”;
- (e) striking out the words “individually trained to do work or perform tasks for the benefit of the individual with a disability or is used for search and rescue or law enforcement” after the word “animal” and before the semi-colon and substituting them with the words, numbers, commas, and periods “that meets the definition of “service animal” under *By-law A-700 the Animal By-law*, or the definition of “service dog” under the *Service Dog Act*, S.N.S. 2016, c. 4” in the definition of “service animal”;
- (f) adding the words “and time elapsed” after the word “travelled” and before the word “by” and adding the words “and time” after the word “distance” and before the word “as” in the definition of “taxi meter”
- (g) striking out the words “an individual” after the word “means” and before the word “who” and substituting them with the words “a licensed driver” in the definition of “TNC Driver”; and
- (h) Adding the following definition immediately after the definition of “vehicle for hire”:

 “vehicle for hire driver’s licence” means a licence issued by the Municipality to a person permitting that person to operate a vehicle for hire within the Municipality, and may also be referred to as a “VFH driver’s licence” for the purposes of this by-law.

2. Amending section 4 by:

- (a) striking out the word “LICENSED” after the word “A” and before the word “VEHICLE” and adding the words “FOR HIRE” after the word “VEHICLE” in the heading of section 4;
- (b) adding the words “for hire” after the word “vehicle” and before the word “includes” in subsection 4.1; and

(c) striking out the words “or parcels” after the word “passengers” and before the word “for” in clause 4.1(a).

3. Amending clause 6.2(b) by adding the letters “VFH” after the words “for a” and before the word “driver’s”.

4. Amending subsection 7.3 by:

(a) striking out the words “a licensed vehicle as” after the word “operate” and before the words “a vehicle”;

(b) adding the letters “VFH” after the word “valid” and before the word “driver’s” in clause 7.3(a); and

(c) adding the letters “VFH” after the word “the” and before the word “driver’s” in clause 7.3(b).

5. Amending subsection 7.4 by:

(a) striking out the comma after the number “7.1”;

(b) adding the word “and” after the number “7.1” and before the number “7.2”;

(c) striking out the word and number “and 7.3” after the number “7.2” and before the word “do”;
and

(d) striking out the words “TNC Driver or a” after the word “a” and before the words “TNC Vehicle”.

6. Amending section 9 by:

(a) striking out the words “The Licensing Authority may issue owner’s licenses” before the period and substituting them with the words “Subject to this by-law, an individual may obtain or renew an owner’s licence by applying to the Licensing Authority in the manner determined by the Licensing Authority” in subsection 9.1;

(b) repealing subsection 9.2;

(c) repealing clause 9.3(b);

(d) adding the words “for the renewal of an existing owner’s licence” after the word “applicant” and before the word “has” in subsection 9.4;

(e) striking out the words “grant the applicant a conditional” after the word “may” and before the word “owner’s” and substituting them with the words “renew the existing” in subsection 9.4;

(f) striking out the words “a conditional owner’s” after the word “If” and before the word “license” and substituting them with the words “an existing owner’s” in subsection 9.5;

(g) striking out the word “issued” after the word “been” and before the word “in” and substituting it with the word “renewed” in subsection 9.5;

(h) adding the words “or child abuse registry check” after the word “report” and before the word “is” in subsection 9.5;

(i) striking out the number and word “120 days” after the word “within” and before the word “of” and substituting them with the number and word “30 days” in clause 9.5(a);

(j) striking out the word and comma “issue,” after the words “date of” and before the word “the” and substituting them with words and comma “renewal, the Licensing Authority may suspend” in clause 9.5(a);

(k) striking out the word “conditional” after the word “the” and before the word “owner’s” and striking out the words “is automatically suspended” after the word “license” and before the word “until” in clause 9.5(a);

(l) adding the words “the Licensing Authority may revoke” after the comma and before the word “the” in clause 9.5(b);

(m) striking out the word “conditional” after the word “the” and before the word “owner’s” and striking out the words “is automatically terminated” after the word “license” and before the period in clause 9.5(b);

(n) repealing subsection 9.5A;

(o) striking out the words “a conditional owner’s” after the words “If” and before the word “license” and substituting them with the words “an existing owner’s” in subsection 9.6;

(p) striking out the word “issued” after the word “been” and before the words “in the” and substituting it with the word “renewed” in subsection 9.6;

(q) repealing subsection 9.12;

(r) striking out the comma after the words “Licensing Authority” and before the word “determines” in clause 9.13(2);

(s) striking out the word “Licencing” after the word “the” and before the words “Authority to respond” and substituting it with the word “Licensing” in clause 9.13(4);

(t) adding the letters “VFH” after the word “the” and before the word “driver’s” in clause 9.16(a);

(u) adding the letters “VFH” after the word “the” and before the word “driver’s” in clause 9.16(b);

(v) adding the following clause immediately after clause 9.19(3):

(4) An owner shall return their owner’s license to the Municipality upon request of the Licensing Authority.

(w) repealing subsection 9.20.

7. Amending section 10 by:

(a) adding the words “broker or independent broker name, in the case of a taxi or accessible taxi, or the” after the word “the” and before the word “business” in subclause 10.1(1)(a);

(b) adding the commas and words “, in the case of a limousine,” after the word “name” and before the word “under” in subclause 10.1(1)(a);

(c) striking out the word “the” after the word “a” and before the word “proprietorship” in clause 10.1(2);

(d) adding the words and commas “broker, independent broker, or” after the word “any” and before the word “business” in clause 10.2(a); and

(e) adding the words and commas “broker, independent broker, or” after the word “the” and before the word “business” in subclause 10.3(1)(a).

8. Section 10.0A is repealed.

9. Adding the words “VEHICLE FOR HIRE” before the words “DRIVER’S LICENSE” in the heading immediately after “Part 4”.

10. Amending section 12 by:

(a) adding the words “VEHICLE FOR HIRE” after the word “A” and before the word “DRIVER’S” in the heading for section 12;

(b) adding the letters “VFH” after the word “a” and before the word “driver’s” in subsection 12.1;

(c) striking out the words “in person” after the word “applying” and before the word “to” in subsection 12.1;

(d) striking out the words “using the form supplied by” after the word “Authority” and before the word “the” and substituting them with the words “in the manner determined by” in subsection 12.1;

(e) adding the letter “VFH” after the words “for a” and before the word “driver’s” in subsection 12.2;

(f) repealing clause 12.2(b);

(g) striking out the words “two professionally taken passport style photographs dated within 30 days of the date of application which are neither heat sensitive nor subject to fading” before the semi-colon and substituting the words “a photograph which meets the requirements set by the Licensing Authority” in clause 12.2(d);

(h) striking out the words “a current” after the word “renewing” and before the word “driver’s” and substituting them with the words “an existing VFH” in subsection 12.3;

(i) striking out the words “grant the applicant a conditional” after the word “may” and before the word “driver’s” and substituting them with the words “renew the existing VFH” in subsection 12.3;

(j) striking out the words “a conditional” after the word “If” and before the word “driver’s” and substituting them with the words “an existing VFH” in subsection 12.4;

(k) striking out the word “issued” after the word “been” and before the word “in” and substituting the word “renewed” in subsection 12.4;

(l) adding the words “or child abuse registry check” after the word “report” and before the

word “is” in subsection 12.4;

(m) striking out the number and words “120 days” after the word “within” and before the word “of” and substituting them with the number and words “30 days” in clause 12.4(a);

(n) striking out the word and comma “issue,” after the words “of” and before the word “the” and substituting them with the words and comma “renewal, the Licensing Authority may suspend” in clause 12.4(a);

(o) striking out the word “conditional” after the word “the” and before the word “driver’s” and substituting it with the letters “VFH” in clause 12.4(a);

(p) striking out the words “is automatically suspended” after the word “license” and before the words “until” in clause 12.4(a);

(q) adding the words “the Licensing Authority may revoke” after the comma and before the word “the” in clause 12.4(b);

(r) striking out the word “conditional” after the word “the” and before the word “driver’s” and substituting it with the letters “VFH” in clause 12.4(b);

(s) striking out the words “is automatically terminated” after the word “license” and before the period in clause 12.4(b);

(t) repealing subsection 12.4A;

(u) striking out the word “a” after the word “If” and before the word “driver’s” and substituting it with the words “an existing VFH” in subsection 12.5;

(v) striking out the word “issued” after the word “been” and before the word “in” and substituting the word “renewed” in subsection 12.5;

(w) adding the letters “VFH” after the words “suspend the” and before the word “driver’s” in subsection 12.5; and

(x) striking out the word “conditional” after the words “Authority the” and before the word “driver’s” and substituting it with the letters “VFH” in subsection 12.5;

11. Amending subsection 13.1 by adding the letters “VFH” after the word “a” and before the word “driver’s”.

12. Amending section 14 by:

(a) adding the words “VEHICLE FOR HIRE” before the word “DRIVER’S LICENSES” in the heading for section 14;

(b) adding the letters “VFH” after the word “issue” and before the word “driver’s” in subsection 14.1;

(c) adding the letters “VFH” after the word “a” and before the word “driver’s” in subsection 14.3;

(d) adding the letters “VFH” in every instance after the word “a” and before the word “driver’s” in subsection 14.4;

(e) striking out the word “permanent” after the word “a” and before the word “driver’s” and

substituting it with the letters "VFH" in subsection 14.4;

(f) adding the letters "VFH" after the word "any" and before the word "driver's" in subsection 14.5B;

(g) adding the letters "VFH" after the word "a" and before the word "driver's" in subsection 14.7;

(h) adding the letters "VFH" after the word "a" and before the word "driver's" and after the word "person's" and before the word "driver's" in subsection 14.7;

(i) adding the letters "VFH" after the word "A" and before the word "driver's" in clause 14.8(1);

(j) adding the letters "VFH" after the word "a" and before the word "driver's" in clause 14.8(2);

(k) adding the following clause immediately after clause 14.8(2):

(3) A licensed driver shall return a VFH driver's license to the Municipality upon request of the Licensing Authority or a peace officer.

(l) adding the letters "VFH" after the word "a" and before the word "driver's" in subsection 14.9; and

(m) adding the letters "VFH" after the word "a" and before the word "driver's" and after the word "of" and before the word "driver's" in subsection 14.10.

13. Amending section 15 by:

(a) adding the letters "VFH" after the word "a" and before the word "driver's" in subsection 15.1; and

(b) striking out the number "12" after the word "within" and before the word "months" and substituting the word, brackets and number "three (3)" in subsection 15.1.

14. Amending section 16 by:

(a) striking out the words and period "An applicant for a driver's license who fails the mandatory training shall not be issued a driver's license." In subsection 16.1; and

(b) adding the following clauses immediately after subsection 16.1:

(1) The Licensing Authority shall not grant a VFH driver's license unless the applicant has successfully completed the mandatory training program prescribed by the Licensing Authority.

(2) The Licensing Authority shall refuse an application for a VFH driver's license where the applicant attempts and fails to complete the mandatory training program three (3) times, and no new application shall be accepted by the Licensing Authority from such applicant for a period of three (3) months from the date of refusal of such application.

(3) The Licensing Authority shall refuse an application for a VFH driver's license where the applicant has been determined by the Licensing Authority to have cheated during completion of the mandatory training program, and no new application shall be accepted by the

Licensing Authority from such applicant for a period of six (6) months from the date of refusal of such application.

15. Amending subsection 17.1 by striking out the word “Administrator” after the word “Licensing” and before the word “determines” and substituting the word “Authority”.

16. Amending section 18 by:

(a) adding the words “VEHICLE FOR HIRE” after the word “OF” and before the word “DRIVERS” in the heading for section 18;

(b) adding the letters “VFH” after the word “A” and before the word “driver’s” in subsection 18.1;

(c) striking out the word “Administrator” after the word “Licensing” and before the word “determines” and substituting it with the word “Authority” in subsection 18.1; and

(d) adding the letters “VFH” after the word “A” and before the word “driver’s” in subsection 18.4.

17. Amending section 19 by:

(a) striking out the words “PROBATION AND” after the word and colon “FEES:” and before the word “NONREFUNDABILITY” in the heading for section 19;

(b) striking out the word “license” after the word “The” and before the word “fee” and substituting it with the word “application” in subsection 19.2; and

(c) striking out the words and comma “if the license is cancelled, suspended” after the word “refundable” and before the period in subsection 19.2.

18. Amending section 20 by adding the letters “VFH” after the word “every” and before the word “driver’s” in subsection 20.1.

19. Amending clause 22.1(1) by adding the letters “VFH” after the word “A” and before the word “driver’s”.

20. Amending subsection 23.1 by adding the letters “VFH” after the word “or” and before the word “driver’s”.

21. Amending section 26 by:

(a) adding a comma between the “i” and the “s” in “taxis” after the word “accessible” and before the word “mobility” in subsection 26.1;

(b) adding the word “accessible” after the word “the” and before the word “taxi” in subsection 26.1; and

(c) adding the word “accessible” after the word “the” and before the word “taxi” in subsection 26.2.

22. Amending section 27 by adding the letters “VFH” after the word “valid” and before the word “driver’s”.

23. Amending section 28 by:

- (a) striking out the word “licensed” after the word “a” and before the word “vehicle” in subsection 28.1;
- (b) striking out the words “to which the license relates” after the word “vehicle” and before the colon in subsection 28.1;
- (c) adding the words “of a licensed taxi or accessible taxi” after the word “driver” and before the word “must” in clause 28.1(d);
- (d) adding the words and commas “of a licensed taxi, accessible taxi, or limousine” after the word “driver” and before the word “may” in clause 28.1(i);
- (e) striking out the words “direct and shortest” after the word “most” and before the word “route” and substituting them with the word “cost-effective” in clause 28.1(j);
- (f) striking out the words and forward-slash “the Taxicab Passenger/Operator Code of Ethics” after the word “the” and before the words “as set” and substituting them with the words “Vehicle for Hire Code of Conduct” in clause 28.1(m);
- (g) adding the words and comma “in the case of a taxi,” after the word “and” and before the word “ensure” in clause 28.1(m);
- (h) striking out the words “Code of Ethics” after the word “the” and before the words “is available” and substituting them with the words “Vehicle for Hire Code of Conduct” in clause 28.1(m);
- (i) striking out the word “licensed” after the word “a” and before the word “vehicle” in subsection 28.2; and
- (j) adding the words “for hire” after the word “vehicle” and before the word “may” in subsection 28.2.

24. Amending section 29 by striking out the word “licensed” after the word “a” and before the word “vehicle” in subsection 29.1.

25. Amending section 30 by:

- (a) striking out the word “licensed” after the word “a” and before the word “vehicle” in subsection 30.1;
- (b) adding the words “for hire” after the word “vehicle” and before the word “must” in subsection 30.1;
- (c) striking out the word “licensed” after the word “a” and before the word “vehicle” in subsection 30.2;
- (d) adding the words “for hire” after the word “vehicle” and before the word “may” in subsection 30.2;

26. Amending section 31 by striking out the comma after the word “taxi” and before the word “accessible” and substituting it with the word “or” in subsection 31.4.

27. Amending section 32 by:

(a) striking out the words “prescribed by” after the word “rates” and before the word “Administrative” and substituting the with the words “approved by the Licensing Authority in accordance with” in subsection 32.2;

(b) repealing subsection 32.3;

(c) repealing clause 32.6(2);

(d) striking out the word “It” at the beginning of subsection 32.7 and substituting it with the words and comma “Where an approved rate schedule does not include a cleaning charge, or where the actual cost of cleaning a vehicle exceeds the approved cleaning charge, it”;

(e) adding the word “the” after the word “of” and before the word “Taxi” in clause 32.8(a);

(f) striking out the words, number and semi-colon “set out in Schedule 1 to Administrative Order 39; and” after the word “Schedule” and substituting the with the words and period “approved by the Licensing Authority for the broker or independent broker in accordance with the requirements of Administrative Order 39.” in clause 32.8(a); and

(g) repealing clause 32.8(b).

28. Amending section 33 by:

(a) repealing clause 33.3(a);

(b) striking out the words “connected to and operated from a front wheel of the vehicle or from its transmission or driveshaft” after the word “be” and before the semi-colon and substituting them with the words “capable of accurately measuring the distance traveled by the vehicle” in clause 33.3(b);

(c) striking out the words and number “equipped with a timing device that registers the fare while the taxi is engaged but not in motion in accordance with the taxi rate schedule as outlined in Administrative Order 39” after the word “be” and before the semi-colon and substituting them with the words “capable of accurately measuring the speed of the vehicle should the approved fare schedule include a wait time charge” in clause 33.3(c);

(d) adding the words “or accessible taxi” after the word “taxi” and before the word “so” in clause 33.3(d);

(e) striking out the words “casing and internal components must be kept sealed and intact” after the word “meter” and before the semi-colon and substituting them with the words “shall not be altered or modified in any way to interfere with the accuracy fare calculation” in clause 33.3(e);

(f) striking out the words “as outlined in” after the word “fares” and before the word “Schedule” and substituting them with the words “approved by the Licensing Authority in accordance with” in clause 33.3(f); and

(g) striking out the words “as set out in” after the word “fares” and before the word “Schedule” and substituting the words “approved by the Licensing Authority in accordance with” in subsection 33.4.

29. Amending subsection 36.1 by:

(a) striking out the words “he or she” after the word “if” and before the word “operates” and substituting them with the word “they”;

(b) striking out the “s” in the words “operates” and “permits”;

(c) striking out the word “the” after the new word “permit” and before the word “vehicle” and substituting it with the words “to be operated”;

(d) striking out the words “to be operated” after the word “vehicle” and before the word “as”;

(e) striking out the word “proper” after the word “the” and before the word “fare”; and

(f) striking out the words “as set out in” after the word “fare” and before the word “Schedule” and substituting them with the words “approved by the Licensing Authority in accordance with”.

30. Striking out the word “TAXI” before the word “OWNER’S” in the heading immediately after Part 9.

31. The heading for section 38 is repealed.

32. Subsection 38.3 is repealed.

33. Amending subsection 41.2 by adding the words “or accessible taxis” after the word “taxis” and before the period.

34. Section 43A is amended by:

(a) striking out the word “and” after the semi-colon in clause 43A(e);

(b) striking out the period at the end of clause 43A(f) and substituting it with a semi-colon and the word “and”; and

(c) adding the following clause immediately after clause 43A(f):

(g) a proposed rate schedule in accordance with Administrative Order 39.

35. Amending subclause 43.2C(c)(i) by striking out the word “taxicab” after the word “each” and before the word “dispatched” and substituting it with the words “taxi or accessible taxi”.

36. Amending clause 43.1E(a) by striking out the words and comma “or a licensed taxi driver,” after the word “owner” and before the word “under”.

37. The heading for section 43.0J is repealed and replaced by the words “TRANSPORTATION NETWORK COMPANY OBLIGATIONS”.

38. Subsection 43.1J is repealed.

39. Amending section 43K by:

- (a) repealing clauses 43.1K(b), (c), (d) and (e);
- (b) adding the following clause immediately after the newly repealed clause 43.1K(e):
 - (f) holds a valid VFH Driver's Licence issued by the Licensing Authority in accordance with this by-law.
- (c) repealing clauses 43.2K(a) and (b);
- (d) adding the following clauses immediately after the newly repealed clause 43.2K(b):
 - (c) shall refuse to approve a person to be a TNC Driver who does not hold a valid VFH driver's license issued by the Licensing Authority; and
 - (d) shall remove a person operating as a TNC Driver for that Transportation Network Company whose VFH driver's license is revoked, suspended, expired, or otherwise invalid in accordance with this by-law.
- (e) repealing subsection 43.3K.

40. Amending section 43M by:

- (a) Adding the word "DRIVE" after the word "TNC" and before the words "IDENTIFICATION" in the heading for section 43M;
- (b) repealing subsection 43.1M;
- (c) striking out the words "the identification card required under section 43.1M" after the word "ensure" and before the colon and substituting them with the words "that the VFH driver's licence issued by the Municipality" in subsection 43.2M;
- (d) striking out the word "in" after the word "is" and before the words "the TNC" and substituting them with the words "displayed inside" in clause 43.2M(a); and
- (e) adding the words "in a place which is clearly visible to passengers" after the word "Vehicle" and before the words "at all times" in clause 43.2M(a).

41. Amending section 44 by:

- (a) adding the letters "VFH" after the word "or" and before the word "driver's" in subsection 44.1;
- (b) adding the letters "VFH" after the word "a" and before the word "driver's" in clause 44.1(c);
- (c) adding the following clauses immediately after clause 44.1(e):
 - (ea) has been convicted within the last five years of one of the offences under the Motor Vehicle Act set out in Schedule B;
 - (eb) has had their provincial driver's license suspended pursuant to section 279C of the Motor Vehicle Act;

(d) striking out the words and forward slash "Taxicab Passenger/Operator Code of Ethics" after the word "the" and before the word "as" and substituting them with the words "Vehicle for Hire Code of Conduct" in clause 44.1(i).

42. Amending section 45 by:

- (a) adding the letters "VFH" after the word "a" and before the word "driver's" in subsection 45.1; and
- (b) adding the letters "VFH" after the word "any" and before the word "driver's" in clause 45.1(b).

43. Amending section 46 by:

- (a) Adding the letters "VFH" in both instances after the word "a" and before the word "driver's" in subsection 46.1.

44. Amending section 47 by:

- (a) adding the letters "VFH" after the comma and before the word "driver's" in subsection 47.1;
- (b) adding the letters "VFH" after the word "a" and before the word "driver's" in subsection 47.4;
- (c) striking out the word "taxi" after the word "a" and before the comma and substituting it with the words "vehicle for hire" in subsection 47.4;
- (d) adding the letters "VFH" after the word "the" and before the word "driver's" in subsection 47.4;
- (e) adding the letters "VFH" after the word "whose" and before the word "driver's" in subsection 47.5;
- (f) striking out the words "chauffeur's license" after the word "provincial" and before the word "is" and substituting them with the words "driver's licence" in subsection 47.5;
- (g) striking out the word "sensitivity" after the word "remedial" and before the word "training" in subsection 47.6;
- (h) striking out the words "in relation to the provision of service to disabled persons" after the word "training" and before the word "if" in subsection 47.6; and
- (i) striking out the word "its" after the word "of" and before the word "investigation" and substituting it with the word "an" in subsection 47.6.

45. Amending section 48 by:

- (a) adding the letters "VFH" in both instances after the comma and before the word "driver's" in subsection 48.1; and
- (b) adding the letters "VFH" after the comma and before the word "driver's" in subsection 48.2.

46. Adding the following subsections immediately after subsection 51.4:

51.5 Notwithstanding the requirements of this by-law for a TNC driver to hold a valid VFH driver's licence, and for a TNC to only accept TNC drivers who hold a valid VFH driver's licence, and subject to section 51.6, any TNC driver who was approved by a licensed TNC prior to the coming into force of By-law T-1008 may continue to drive for such TNC until 60 days after the coming into force of By-law T-1008, after which the TNC driver must hold a valid VFH driver's licence.

51.6 The Licensing Authority may grant additional time for a TNC driver to hold a valid VFH driver's licence under section 51.5.

51.7 For greater certainty, section 51.5 does not permit a TNC to accept a new TNC driver after the coming into force of By-law T-1008 who does not hold a valid VFH driver's licence, including a TNC driver who has previously been approved by a different TNC.

Done and passed this day of , 202 .

Mayor

Municipal Clerk

I, Iain MacLean, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above noted by-law was passed at a meeting of the Halifax Regional Council held on , 202 .

Iain MacLean, Municipal Clerk

**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. **Repealed**~~

2.2 Rates for taxis and accessible taxis shall:

- (a) be set by the broker or independent broker;
- (b) meet the requirements of Schedule 1; and
- (c) be approved by the Licensing Authority.

2.3 Rates for limousines shall:

- (a) be set by the limousine owner;
- (b) meet the requirements of Schedule 1; and
- (c) be approved by the Licensing Authority.

2.4 Rates for Transportation Network Companies (TNCs) shall be set by the TNC, and do not require approval by or disclosure to the Licensing Authority.

2.5 Notwithstanding sections 2.2, 2.3, and 2.4, vehicles for hire approved by the Halifax International Airport Authority to operate at Halifax Stanfield International Airport may, while operating under such approval, charge the rates established by the Halifax International Airport Authority, and such rates shall not require approval by the Licensing Authority.

2.6 Notwithstanding sections 2.2, 2.3, and 2.4, vehicles for hire approved by the Halifax Port Authority to operate at the Port of Halifax may, while operating under such approval, charge the rates established by the Halifax Port Authority, and such rates shall not require approval by the Licensing Authority.

2.7 Should rates not be set by the Halifax International Airport Authority under section 2.5, or by the Halifax Port Authority under section 2.6, vehicles for hire shall charge the rates otherwise established under sections 2.2, 2.3, and 2.4.

2.8 If no rates are set under section 2.2 and 2.3, the default rates as set out in Schedule 7 shall apply.

2.0A TAXICAB PASSENGER/OPERATOR CODE OF ETHICS VEHICLE FOR HIRE CODE OF CONDUCT

2.1A A driver while operating a ~~licensed~~ vehicle for hire must abide by the ~~Taxicab Passenger/Operator Code of Ethics~~ **Vehicle for Hire Code of Conduct** 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. Repealed~~

(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. Repealed~~

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, or an alternative design approved by the Licensing Authority;
 - (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~~ interior lighting sufficient to illuminate the roof light at all hours of the day; and
 - (d) bears the ~~business~~ broker or independent broker 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. Repealed~~
- 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~~ VFH 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 number 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 VFH 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 VFH 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

Administrative Order #39

Schedule 1

TAXI AND ACCESSIBLE TAX RATES

1. The Licensing Authority shall approve the rate schedule of a broker or independent broker upon submission to the Licensing Authority in the manner established by the Licensing Authority, unless such rate schedule does not comply with the requirements of By-law T-1000 or Administrative Order 39.
2. Taxi and accessible taxi rates set by brokers and independent brokers shall include a metered rate which may consist of one or more of the following components:
 - (a) an initial charge for starting a trip, which may or may not include an initial distance travelled;
 - (b) a distance charge for distance travelled;
 - (c) a wait time charge for time spent stationary or travelling below a specified speed;
 - (d) charges based on zones established by the broker or independent broker;
 - (e) an additional charge for additional passengers over the age of twelve (12), except where such additional passenger is a support person for a passenger with a disability;
 - (f) the actual cost of any tolls incurred by the driver during the trip; and
 - (g) a cleaning charge for a passenger who vomits or otherwise soils a vehicle.
3. Taxi and accessible taxi rates set by brokers and independent brokers shall not:
 - (a) set different rates for taxis and accessible taxis;
 - (b) include any additional charge for the use of certain payment methods;
 - (c) include any additional charge for additional passengers aged twelve (12) or younger, or for an additional passenger who is a support person for a passenger with a disability;
 - (d) include any additional charge for assisting a passenger in entering or exiting the vehicle or in loading or unloading articles from the trunk;
 - (e) include any additional charge for the transportation of wheelchairs or other mobility aids or assistive devices; or
 - (f) include any additional charge for the transportation of a service animal.
4. Taxi and accessible taxi rates set by brokers or independent brokers rate may vary by time of day or day of the week.
5. As an alternative to the metered rate, a broker or independent broker may offer a flat-rate fare based on distance or zones.
6. (1) A broker or independent broker and a passenger, where a trip is initiated by phone or any electronic means of dispatch, or a driver and a passenger, where a trip is initiated by street hail, may agree to an alternate rate for a trip prior to commencement of a trip.

(2) Where no agreement is reached, a passenger is entitled to the metered rate or flat rate as allowed on the approved fare schedule for the broker or independent broker.

7. A broker or independent broker may enter into a contract with a person or organization to provide special pricing, and such special pricing by contract need not meet the requirements of this Administrative Order and need not be disclosed to the Licensing Authority.

8. All rates shall include HST.

LIMOUSINE RATES

1. The Licensing Authority shall approve the rate schedule of a limousine owner upon submission to the Licensing Authority in the manner established by the Licensing Authority, unless such rate schedule does not comply with the requirements of By-law T-1000 or Administrative Order 39.

2. Limousine rates set by limousine owners shall consist of an hourly rate.

3. Limousine rates set by limousine owners shall not:

(a) include any additional charge for the use of certain payment methods;

(b) include any additional charge for assisting a passenger in entering or exiting the vehicle or in loading or unloading articles from the trunk;

(c) include any additional charge for the transportation of wheelchairs or other mobility aids or assistive devices; or

(d) include any additional charge for the transportation of a service animal.

4. A limousine owner may enter into a contract with a person or organization to provide special pricing, and such special pricing by contract need not meet the requirements of this Administrative Order and need not be disclosed to the Licensing Authority.

5. All rates shall 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 SIXTY FIVE DOLLARS AND SEVENTY ONE CENTS.~~ **Repealed**

Administration Order #39

**Schedule 3
Repealed**

Schedule 4 - Taxi Roof Light Specifications

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

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 Notwithstanding section 1, a smaller fuel efficient vehicle, an electric, hybrid, or alternative renewable energy fuel vehicle that does not meet the minimum size requirements 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 Repealed**
 - (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 may** 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 **an owner's** ~~a vehicle for hire~~ license or remain licensed as a vehicle for hire.

Schedule 6

~~Taxicab Passenger / Operator Code of Ethics~~ Vehicle for Hire Code of Conduct

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~~ cost-effective 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. (if in a taxi)
 - Expect that there be no smoking at any time in the vehicle.
 - A ~~taxicab~~ vehicle in good mechanical and physical condition.
 - A ~~taxicab~~ vehicle that has a clean passenger and trunk compartment and vehicle exterior.
 - A ~~taxicab~~ vehicle which is clearly identifiable and has the municipal licence clearly displayed.
 - A ~~taxicab~~ vehicle 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~~ driver 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~~ vehicle.
 - 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~~ vehicle.
 - Clearly disclose their destination prior to departure.
 - Confirm a method of payment upon request.
 - Make prompt payment of the agreed upon or 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~~ vehicle for hire 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 that it causes and operator to be fearful for his or her safety.

Administrative Order #39

Schedule 7

DEFAULT TAXI AND ACCESSIBLE TAXI RATE SCHEDULE

1. Taxi and accessible taxi brokers and independent brokers who have not submitted a fare schedule for approval by the Licensing Authority are deemed to have adopted the following fare schedule, inclusive of HST:
 - a. an **INITIAL CHARGE** of **SIX DOLLARS AND FORTY CENTS (\$6.40)** for the first 142.8 metres travelled;
 - b. a **DISTANCE CHARGE** of **TWENTY SIX CENTS (\$0.26)** for each additional distance of 142.8 metres travelled, or part thereof;
 - c. a **WAIT TIME CHARGE** of **TWENTY EIGHT CENTS (\$0.28)** per thirty seconds where the vehicle is stopped or travelling below a speed of 18.5 kilometres per hour; and
 - d. an **ADDITIONAL PASSENGER CHARGE** of **EIGHTY CENTS (\$0.80)** for each additional passenger over the age of twelve (12).

DEFAULT LIMOUSINE RATE SCHEDULE

2. Limousine owners who have not submitted a fare schedule for approval by the Licensing Authority are deemed to have adopted an **HOURLY RATE** of **EIGHTY THREE DOLLARS AND NINETY CENTS (\$83.90)**, inclusive of HST.

Notice of Motion:	August 14, 2012
Approval:	October 23, 2012
Effective Date:	November 17, 2012
Amendment # 1	
Notice of Motion:	January 28, 2014
Approval:	February 11, 2014
Amendment # 2	
Notice of Motion:	January 26, 2016
Approval:	May 24, 2016
Effective Date:	June 11, 2016
Amendment # 3 – Schedule 5	
Notice of Motion:	October 4, 2016
Approval:	November 8, 2016
Amendment # 4 – Addition Section 4.6	
Notice of Motion:	September 5, 2017
Approval:	October 17, 2017
Effective Date:	October 21, 2017
Amendment # 5	
Notice of Motion:	July 16, 2019
Approval:	September 17, 2019
Effective Date:	September 28, 2019
Amendment # 6	
Notice of Motion:	April 12, 2022
Approval:	May 17, 2022
Amendment # 7	
Notice of Motion:	June 20, 2023
Approval:	August 22, 2023
Effective Date:	September 2, 2023
Amendment #8 – Amending Schedules 1 and 2	
Notice of Motion:	May 27, 2025
Approval:	June 10, 2025

**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. Section 2.1 is repealed.
2. Adding the following sections immediately after the newly repealed section 2.1:
 - 2.2 Rates for taxis and accessible taxis shall:
 - (a) be set by the broker or independent broker;
 - (b) meet the requirements of Schedule 1; and
 - (c) be approved by the Licensing Authority.
 - 2.3 Rates for limousines shall:
 - (a) be set by the limousine owner;
 - (b) meet the requirements of Schedule 1; and
 - (c) be approved by the Licensing Authority.
 - 2.4 Rates for Transportation Network Companies (TNCs) shall be set by the TNC, and do not require approval by or disclosure to the Licensing Authority.
 - 2.5 Notwithstanding sections 2.2, 2.3, and 2.4, vehicles for hire approved by the Halifax International Airport Authority to operate at Halifax Stanfield International Airport may, while operating under such approval, charge the rates established by the Halifax International Airport Authority, and such rates shall not require approval by the Licensing Authority.
 - 2.6 Notwithstanding sections 2.2, 2.3, and 2.4, vehicles for hire approved by the Halifax Port Authority to operate at the Port of Halifax may, while operating under such approval, charge the rates established by the Halifax Port Authority, and such rates shall not require approval by the Licensing Authority.
 - 2.7 Should rates not be set by the Halifax International Airport Authority under section 2.5, or by the Halifax Port Authority under section 2.6, vehicles for hire shall charge the rates otherwise established under sections 2.2, 2.3, and 2.4.
 - 2.8 If no rates are set under section 2.2 and 2.3, the default rates as set out in Schedule 7 shall apply.
3. The heading for section 2.0A is repealed and replaced with the heading "VEHICLE FOR HIRE CODE OF CONDUCT".
4. Amending section 2.1A by:
 - (a) striking out the word "licensed" after the word "a" and before the word "vehicle"; and

(b) striking out the words and forward slash "Taxicab Passenger/Operator Code of Ethics" after the word "the" and before the word "as" and substituting them with the words "Vehicle for Hire Code of Conduct".

5. Sections 3.0, 3.1, 3.0A and 3.1A are repealed.

6. Amending section 4.1 by:

(a) adding the comma and words ", or an alternative design approved by the Licensing Authority" after the word and number "Schedule 4" and before the semi-colon in clause 4.1(a);

(b) striking out the words, numbers and comma "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" after the word "with" and before the semi-colon and substituting them with the words "interior lighting sufficient to illuminate the roof light at all hours of the day" in clause 4.1(c); and

(c) striking out the word "business" after the word "the" and before the word "name" and substituting it with the words "broker or independent broker" in clause 4.1(d).

7. Clause 4.3(b) is repealed.

8. Amending section 8.1 by striking out the word "taxi" after the word "a" and before the word "driver's" and substituting it with the letters "VFH".

9. Amending section 9.7 by adding the letters "VFH" after the word "applicant's" and before the word "driver's".

10. Amending section 9.8 by adding the letters "VFH" after the word "a" and before the word "driver's".

11. Schedule 1 is repealed and replaced by "Schedule 1" as attached to this Administrative Order as "Attachment A".

12. Schedule 2 is repealed.

13. Schedule 4 is amended by striking out the words and numbers "Number 1156 clear bulb or fluorescent bulb emitting an equivalent light" in the 5th row of the 3rd column and substituting them with the words "Interior lighting sufficient to make the sign visible at all times of day".

14. Schedule 5 is amended by:

(a) amending subsection 2(2) by:

(i) striking out the word "despite" at the beginning of the subsection and substituting it with the word "Notwithstanding";

(ii) striking out the words and comma "a smaller fuel efficient vehicle," after the comma and before the word "may" and substituting them with the words and commas "an electric, hybrid, or alternative renewable energy fuel vehicle that does not meet the minimum size requirements"; and

(iii) adding a colon at the end of the subsection.

(b) repealing clause 2(2)(a);

Municipal Clerk

Administrative Order #39

Schedule 1

TAXI AND ACCESSIBLE TAX RATES

1. The Licensing Authority shall approve the rate schedule of a broker or independent broker upon submission to the Licensing Authority in the manner established by the Licensing Authority, unless such rate schedule does not comply with the requirements of By-law T-1000 or Administrative Order 39.
2. Taxi and accessible taxi rates set by brokers and independent brokers shall include a metered rate which may consist of one or more of the following components:
 - (a) an initial charge for starting a trip, which may or may not include an initial distance travelled;
 - (b) a distance charge for distance travelled;
 - (c) a wait time charge for time spent stationary or travelling below a specified speed;
 - (d) charges based on zones established by the broker or independent broker;
 - (e) an additional charge for additional passengers over the age of twelve (12), except where such additional passenger is a support person for a passenger with a disability;
 - (f) the actual cost of any tolls incurred by the driver during the trip; and
 - (g) a cleaning charge for a passenger who vomits or otherwise soils a vehicle.
3. Taxi and accessible taxi rates set by brokers and independent brokers shall not:
 - (a) set different rates for taxis and accessible taxis;
 - (b) include any additional charge for the use of certain payment methods;
 - (c) include any additional charge for additional passengers aged twelve (12) or younger, or for an additional passenger who is a support person for a passenger with a disability;
 - (d) include any additional charge for assisting a passenger in entering or exiting the vehicle or in loading or unloading articles from the trunk;
 - (e) include any additional charge for the transportation of wheelchairs or other mobility aids or assistive devices; or
 - (f) include any additional charge for the transportation of a service animal.
4. Taxi and accessible taxi rates set by brokers or independent brokers rate may vary by time of day or day of the week.
5. As an alternative to the metered rate, a broker or independent broker may offer a flat-rate fare based on distance or zones.

6. (1) A broker or independent broker and a passenger, where a trip is initiated by phone or any electronic means of dispatch, or a driver and a passenger, where a trip is initiated by street hail, may agree to an alternate rate for a trip prior to commencement of a trip.

(2) Where no agreement is reached, a passenger is entitled to the metered rate or flat rate as allowed on the approved fare schedule for the broker or independent broker.
7. A broker or independent broker may enter into a contract with a person or organization to provide special pricing, and such special pricing by contract need not meet the requirements of this Administrative Order and need not be disclosed to the Licensing Authority.
8. All rates shall include HST.

LIMOUSINE RATES

1. The Licensing Authority shall approve the rate schedule of a limousine owner upon submission to the Licensing Authority in the manner established by the Licensing Authority, unless such rate schedule does not comply with the requirements of By-law T-1000 or Administrative Order 39.
2. Limousine rates set by limousine owners shall consist of an hourly rate.
3. Limousine rates set by limousine owners shall not:
 - (a) include any additional charge for the use of certain payment methods;
 - (b) include any additional charge for assisting a passenger in entering or exiting the vehicle or in loading or unloading articles from the trunk;
 - (c) include any additional charge for the transportation of wheelchairs or other mobility aids or assistive devices; or
 - (d) include any additional charge for the transportation of a service animal.
4. A limousine owner may enter into a contract with a person or organization to provide special pricing, and such special pricing by contract need not meet the requirements of this Administrative Order and need not be disclosed to the Licensing Authority.
5. All rates shall include HST.

Administrative Order #39

Schedule 7

DEFAULT TAXI AND ACCESSIBLE TAXI RATE SCHEDULE

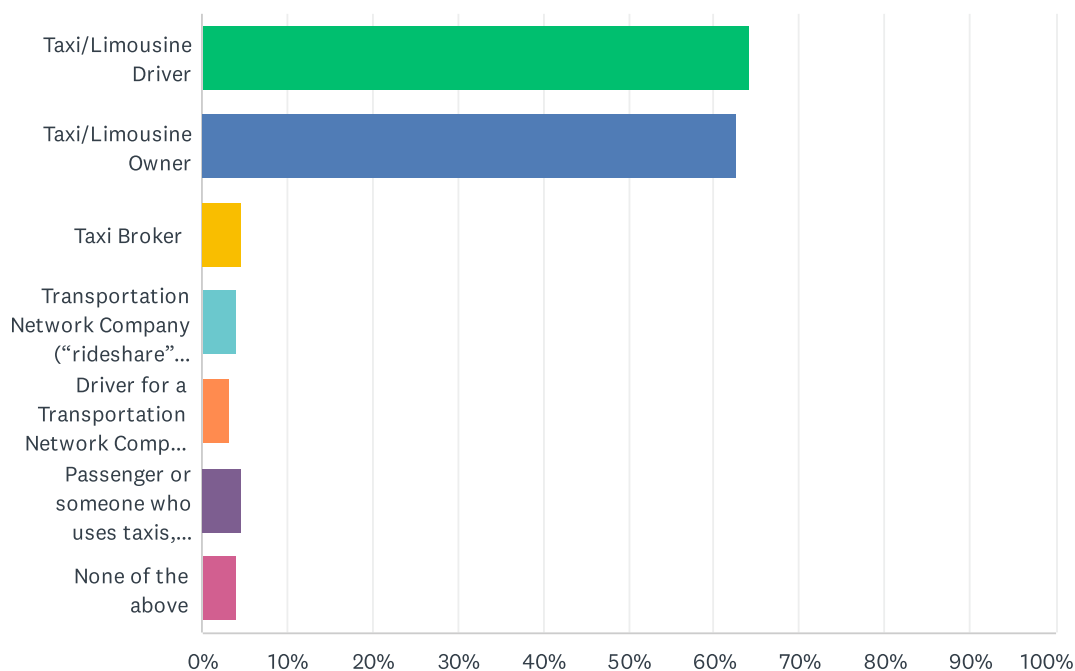
1. Taxi and accessible taxi brokers and independent brokers who have not submitted a fare schedule for approval by the Licensing Authority are deemed to have adopted the following fare schedule, inclusive of HST:
 - a. an **INITIAL CHARGE** of **SIX DOLLARS AND FORTY CENTS (\$6.40)** for the first 142.8 metres travelled;
 - b. a **DISTANCE CHARGE** of **TWENTY SIX CENTS (\$0.26)** for each additional distance of 142.8 metres travelled, or part thereof;
 - c. a **WAIT TIME CHARGE** of **TWENTY EIGHT CENTS (\$0.28)** per thirty seconds where the vehicle is stopped or travelling below a speed of 18.5 kilometres per hour; and
 - d. an **ADDITIONAL PASSENGER CHARGE** of **EIGHTY CENTS (\$0.80)** for each additional passenger over the age of twelve (12).

DEFAULT LIMOUSINE RATE SCHEDULE

2. Limousine owners who have not submitted a fare schedule for approval by the Licensing Authority are deemed to have adopted an **HOURLY RATE** of **EIGHTY THREE DOLLARS AND NINETY CENTS (\$83.90)**, inclusive of HST.

Q1 Which of the following describes you? (check all that apply):

Answered: 126 Skipped: 2



ANSWER CHOICES	RESPONSES	
Taxi/Limousine Driver	64.29%	81
Taxi/Limousine Owner	62.70%	79
Taxi Broker	4.76%	6
Transportation Network Company ("rideshare" service)	3.97%	5
Driver for a Transportation Network Company ("rideshare" service)	3.17%	4
Passenger or someone who uses taxis, limousines, or "rideshare" services	4.76%	6
None of the above	3.97%	5
Total Respondents: 126		

Q2 How do you think taxi and limousine rates should be set, and what should the Municipality's role be?

Answered: 69 Skipped: 59

#	RESPONSES	DATE
1	Supply and demand.	9/4/2025 1:53 PM
2	N/A	8/28/2025 6:31 PM
3	Taxi and limousine rates should be set by the parties involved. The municipality could over see it.	8/26/2025 3:24 PM
4	I believe if the municipality is regulating one group of vehicles for hire, then they should regulate all or let the industries set their own pricing, not two different sets of rules and pricing, that allows for unfair competitive advantages which should've have been discussed prior to Uber coming into hrm.	8/25/2025 1:37 PM
5	It should be managed by the municipality as it was before	8/23/2025 1:17 PM
6	The rates should be set all across the city (HRM) the same for all companies. It would be beneficial if the municipality took over this process and set out specific rates for all taxi and limousine companies. This would ensure consistency and also, reduce confusion with passengers on what rates apply to what company as the assumptions always is that it's one rate among all taxi and limousine companies but it is not.	8/20/2025 7:30 PM
7	Based on cleanness.	8/19/2025 8:31 PM
8	Arm should not have a say in how the taxi industry operates	8/19/2025 4:07 PM
9	I support the current rates that were recently set by HRM. Ride-share rates should be verbatim set as the same. I understand HRMs position on wanting to have ride share as a convenience -- but the fact mega businesses like have a Uber having a price advantage --- and negatively impact local businesses (brokers), independent drivers, and hard working people (many immigrants) -- and not be managed the same way? I never understood this. The Municipality should TNC drivers/companies to be licensed and treated the same way by HRM as vehicles for hire/taxis.	8/19/2025 9:02 AM
10	Rates should be set when cost to income ratio becomes greater .	8/19/2025 12:55 AM
11	NA	8/18/2025 12:39 PM
12	Removing HRM's role entirely, so the industry sets its own prices	8/18/2025 11:07 AM
13	Keeping HRM's oversight, but making the process for updating rates easier	8/18/2025 9:46 AM
14	Keep HRM oversight. Make the process for updating rates easier	8/17/2025 11:15 AM
15	N/A	8/16/2025 10:12 PM
16	Removing HRM role entirely	8/16/2025 3:35 PM
17	It should be a partial function of inflation rate versus Public Utilities Board presentations	8/15/2025 6:34 PM
18	Limit number of taxi or limousine because there no job or call just standing around all day	8/15/2025 12:08 PM
19	No idea	8/15/2025 10:39 AM
20	1-Make rates better reflect real costs and market conditions 2-Keeping HRM's oversight, but making the process for updating rates easier	8/15/2025 8:35 AM
21	Keeping HRM oversight but making the process easier.	8/15/2025 8:34 AM
22	Based on the economy	8/15/2025 7:20 AM
23	I think the market should be able to set the market.	8/15/2025 6:50 AM

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24	No roll!!! Uber is not regulated why should cabs be!!!	8/15/2025 3:12 AM
25	Taxi rate should be set up by Taxi companies not municipalty	8/15/2025 1:47 AM
26	stay the way they are. toncontrol all rates even for uber	8/15/2025 12:25 AM
27	driver should set their own price when the weather condition is risky to drive and special occasions such as new year eve and St. Patrick day as the share riders do, however the industry should be regulated without the broker interfering	8/14/2025 9:53 PM
28	Keeping HRM's oversight, but making the process for updating rates easier	8/14/2025 8:21 PM
29	Removing HRM's role entirely, so the industry sets its own prices	8/14/2025 8:17 PM
30	rates should reflect inflation and cost of living. rates also should be uniform(there should n't differences between taxi companies)	8/14/2025 7:55 PM
31	Stop the roof light issuance	8/14/2025 7:41 PM
32	Seven seaters should get more if the riders are more than five people	8/14/2025 7:23 PM
33	set by the brokers	8/14/2025 6:59 PM
34	Rates should be regulated once per year, ie gas, insurance etc	8/14/2025 6:32 PM
35	No opinion. I'm not a taxi or limousine operator.	8/14/2025 4:51 PM
36	By their own	8/14/2025 4:43 PM
37	Industry could set his own rates but at some level HRM has to check on big companies not to overcharge from drivers	8/14/2025 4:27 PM
38	Should update yearly based on average gas prices	8/14/2025 4:12 PM
39	Taxi and limousine rates should be set to ensure fair prices for both passengers and drivers, balancing cost-effectiveness with the need for a sustainable industry. The Municipality's role should be to regulate rates, ensuring transparency and fairness, while also considering factors like operational costs, market conditions, and the need for a stable industry.	8/14/2025 4:03 PM
40	I believe the municipality should intervene to prevent the excessive rates sometimes charged by taxi or ride-hailing operators. In some cases, the fare can be multiplied by 1.5, or even doubled or tripled. Uber and similar companies should provide services at a consistent rate, regardless of demand during certain rush hours. In addition, the municipality should take action to prevent any monopoly from unreasonably increasing rates for all types of hire vehicles.	8/14/2025 3:57 PM
41	Removing HRM's role entirely, so the industry sets its own prices	8/14/2025 3:44 PM
42	Tt	8/14/2025 3:31 PM
43	Regulates by hrm	8/14/2025 3:27 PM
44	It should be set by municipality. Even though the municipality gave descration for dispach company, it is not revised well	8/14/2025 3:21 PM
45	Make rates better reflect real costs and market conditions	8/14/2025 3:19 PM
46	Bad	8/14/2025 3:13 PM
47	6\$	8/14/2025 3:12 PM
48	Increase it as cost of living is super high now	8/14/2025 3:07 PM
49	Should be set by broker or TNC. Municipality should just oversee and intervene only when rate changes are not within reason. Or set and oversee rates to be the same for all brokers and TNC's. Make it a fair level playing field for any and all drivers working at any broker or TNC.	8/14/2025 3:07 PM
50	Keeping HRM oversight, but making the process easier	8/14/2025 3:05 PM
51	It should be set accordance with the Ride Sharing app rates like Uber. Uber charges elite rates depending upon the cars. For eg if you book an Uber from downtown to Airport in Comfort category it charges \$65 and if you book in XL category (i.e Vehicle with sitting capacity of more than 5) it charges \$95. A Taxi has a fixed fare and charges just a \$7.25 extra when	8/14/2025 3:03 PM

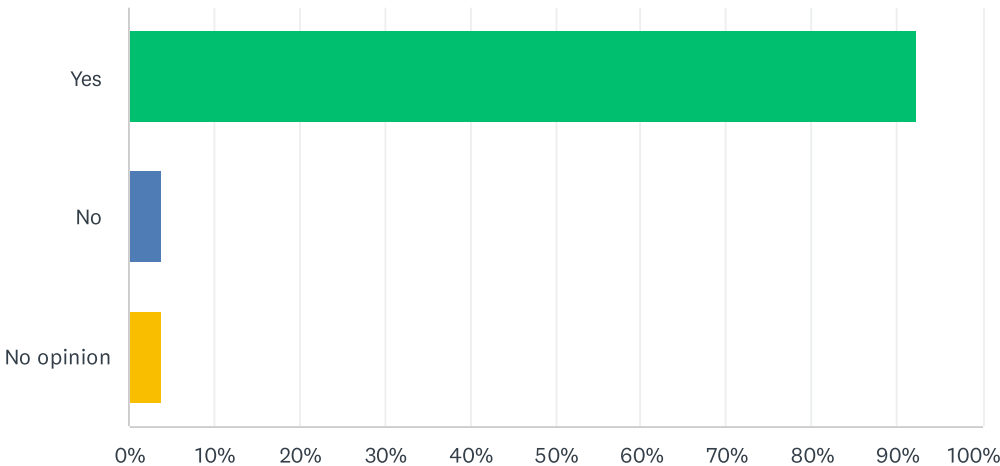
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customer calls for a Van with extra luggage and not for U6 which requires to pick passengers more than 4. For it the charges are same which is not fare. The SUV and Van charges should have a different meter rate than normal taxi and not as just \$7.25 irrespective of the distance. Secondly, Taxi services are being missed by passengers with multiple stops. The passengers should be charged an additional booking fare for each stop along with wait time. This way the interest of the drivers would be saved. The passenger will book another taxi or request the driver to wait. Which will be the driver's option to choose for no extra fare

52	5:40 is a good rate to start however every ride should be 10 dollars at least if someone get dropped from 300 mtrs he/she has to pay 10 dollars regardless walker, wheel chair, groceries, luggage or animals	8/14/2025 3:02 PM
53	Remove HRM entirely and let industry set its own rates	8/14/2025 2:54 PM
54	Removing HRM's role entirely, so the industry sets its own prices	8/14/2025 2:53 PM
55	Regulated	8/14/2025 2:49 PM
56	14 years ago taxi fare from Halifax downtown to airport was 59.75 and still it is the same 14 years ago one bedroom apartment rent was 600\$ and now it is 2000	8/14/2025 2:46 PM
57	Market conditions should be reflected in rates. The municipality should approve any changes after consultation with owners/drivers/ brokers.	8/14/2025 2:45 PM
58	Keep Hrm oversight	8/14/2025 2:44 PM
59	Unsure	8/14/2025 2:37 PM
60	Affordable and flat rate	8/14/2025 2:33 PM
61	In order to compete with Uber, the industry must be able to set its own price.	8/14/2025 2:33 PM
62	I have no problem with the way everything works now	8/14/2025 2:31 PM
63	That's great	8/14/2025 2:30 PM
64	Allow taxi brokers, and TNCs of certain sizes to set their own rates, and have independent operators, and small (<10-15 vehicle fleets) set by HRM.	8/14/2025 2:25 PM
65	To the best suits of everyone	8/14/2025 2:23 PM
66	It was good and HRM keeping oversight the industry.	8/14/2025 2:19 PM
67	Remove HRM and let the industry set the prices. HRM doesn't care about the taxi industry so why should they be involved	8/14/2025 2:18 PM
68	Set by brokers	8/14/2025 2:17 PM
69	Removing HRM's role entirely, so the industry sets its own prices	8/14/2025 1:56 PM

Q3 Do you support the Municipality requiring TNC drivers to be licensed by HRM to drive a vehicle for hire, and meeting the same requirements as taxi and limousine drivers?

Answered: 79 Skipped: 49



ANSWER CHOICES	RESPONSES	
Yes	92.41%	73
No	3.80%	3
No opinion	3.80%	3
TOTAL		79

Q4 What are your thoughts on making HRM and provincial tour operator licensing more consistent?

Answered: 60 Skipped: 68

#	RESPONSES	DATE
1	100 % support	9/4/2025 1:55 PM
2	N/A	8/28/2025 6:32 PM
3	Not sure	8/26/2025 3:24 PM
4	I believe tour operators should be standard across the province of nova scotia , however I've heard many times over the years about the environmental impact on drivers having to leave zones as they were not licensed for said zone, most drivers will go to the locations that are busy regardless whether they're licensed for another municipality i.e when zones were separated between county and city for taxis cars had to go back to their municipality. The theyry was opening the zones would keep drivers in drop off locations , however the flaw with this is very few if any are going to stay in zones way outside the hrn core when business doesn't move quickly and dead head back into the city either way.	8/25/2025 1:44 PM
5	I think HRM should be following the provincial licensing requirements for tour operators. As a tour operator im constantly asked if I will do Peggy's Cove runs, but with the requirements to leave HRM I decline them. If me and my vehicle are inspected and certified then why wouldn't I be allowed to work in HRM. It can't be about protecting passengers, because I'm obviously certified. So its about protecting other already established businesses, which doesn't seem like something HRM should be mixed up with.	8/24/2025 10:26 PM
6	Most of the tour owners and operators are not actually in Halifax. They are dealing with internet and that's it how they are making money and this is not should be happened.	8/23/2025 7:51 PM
7	no opinion	8/19/2025 8:34 PM
8	I think anybody conducting a tour should be knowledgeable when taking passages on a tour	8/19/2025 4:48 PM
9	I agree there needs to be some minimal updates to the bylaw which would help add a level of consistency and simplicity.	8/19/2025 9:04 AM
10	People doing should meet the same requirements as those we deal with,uber takes flags cash or debit but they do not have commercial insurance because uber company is not involed	8/19/2025 1:00 AM
11	No Thoughts	8/18/2025 12:58 PM
12	it's a good idea	8/18/2025 11:09 AM
13	For tours entirely within HRM, municipally licensed operators must meet all requirements of by-law T-1000 that apply to a taxi or limousine, including using licensed drivers and licensed vehicles which meet the requirements of the by-law. Passengers are entitled to an hourly rate if picked up from the Halifax Cruise Ship Terminal.	8/18/2025 9:49 AM
14	Yes	8/17/2025 11:17 AM
15	All tour operators MUST have the same requirements to operate. Licensing, inspection, insurances and follow the rules..	8/16/2025 10:14 PM
16	Leave it as it is	8/16/2025 3:44 PM
17	They should adhere at least to annual inspections by the municipality to make sure that they are conforming to all rules and regulations for Public Safety	8/15/2025 6:35 PM
18	Give excellent ride for customer and respect	8/15/2025 12:11 PM
19	Excellent idea	8/15/2025 10:42 AM
20	For tours entirely within HRM, municipally licensed operators must meet all requirements of by-	8/15/2025 9:27 AM

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law T-1000 that apply to a taxi or limousine, including using licensed drivers and licensed vehicles which meet the requirements of the by-law. Passengers are entitled to an hourly rate if picked up from the Halifax Cruise Ship Terminal.

21	Municipally licensed operators must meet all requirements of by-law T-1000 that apply to a taxi or limousine, including using licensed drivers and licensed vehicles which meet the requirements of the by-law. Passengers are entitled to an hourly rate if picked up from the Halifax Cruise Ship Terminal.	8/15/2025 8:37 AM
22	No thoughts	8/15/2025 8:36 AM
23	This would be great, it lets new business start within the rules to make everyone more safe and business easier to follow the rules	8/15/2025 6:51 AM
24	The HRM has dozens of people charging for tours whom have an embarrassingly low ability to speak English this is a great disappointment to visitors required to pay the agreed upon fare which is effective upon entering the cab!!!	8/15/2025 3:16 AM
25	should be the same	8/15/2025 12:26 AM
26	at the airport the limousine chose to operate equally with taxi and charging the same fare. mostly consumer prefer the taxis for their safety as the taxi can be identified easily. also the port should be accessible for taxis as it is monopolized by tour company	8/14/2025 10:04 PM
27	Positive Thing	8/14/2025 8:25 PM
28	Absolutely	8/14/2025 8:18 PM
29	5	8/14/2025 7:56 PM
30	Stop new roof light as there is hardly any surviving money in this	8/14/2025 7:42 PM
31	Newer cars should be used for tour operators	8/14/2025 7:33 PM
32	nil	8/14/2025 7:01 PM
33	I think allot of the taxi drivers operating at the cruise ship port do not know much about the history of Halifax nor Peggy's Cove. The main interest is just to take them to Peggy's Cove and collect their money. I'm a taxi driver and I see this all the time. I hear the guests complaints when I'm in Peggy's Cove. As for your operators, some are sketchy and over charge for what they offer.	8/14/2025 6:41 PM
34	There is a definite need for a revision of current municipal bylaws and regulations as they relate to tour operators. T-1000 was meant to address the need for regulation of taxi and limousine operators. Tour operators are not specifically mentioned in T-1000 and their businesses are fundamentally different in nature in comparison. HRM should allow a limited number of licensed tour operator vehicles to operate solely within HRM without fear of breaking municipal laws. Tour operators looking to offer tours that are solely within the municipality should be licensed and regulated by HRM. A limited amount of licenses should be granted to operators on a conditional basis. Until this situation is adequately addressed, current laws and regulations should be enforced and individuals/companies who are currently operating outside the boundaries of the law should not be allowed to participate under a new licensing scheme.	8/14/2025 5:34 PM
35	The drivers should speak English fluently.	8/14/2025 4:53 PM
36	No	8/14/2025 4:46 PM
37	They should have same license as taxi drivers	8/14/2025 4:33 PM
38	Provincially licensed operators should also be required to meet the municipality's requirements.	8/14/2025 4:05 PM
39	Keep regulations as they currently are to help protect the HRM market from further erosion and revenue loss. A sustainable industry is only viable if it is financially profitable. Further revenue loss will lead to service provider loss, which will lead to service delivery loss. If service delivery continues to degrade, vulnerable and marginalized users may be unable to find transportation options, as many do not possess access to technology and credit cards necessary to use TNCs.	8/14/2025 3:52 PM
40	It's better to be required by law T 1000	8/14/2025 3:30 PM

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41	HRM should handle all in the same way. I think you are only focus on taxi and limo but others also should be	8/14/2025 3:23 PM
42	That's going great ideas and more opportunities for the drivers.	8/14/2025 3:18 PM
43	only certain spot	8/14/2025 3:12 PM
44	Make the rules same for all within the province. So anyone can operate a tour under a single system.	8/14/2025 3:11 PM
45	Make it easier	8/14/2025 3:07 PM
46	Even the Ride Sharing apps should adhere to the same rates for equality and safeguarding the interest and daily living earnings of the taxi drivers.	8/14/2025 3:04 PM
47	Level playing field is good for all	8/14/2025 2:58 PM
48	It should be more consistent yes. HRM could offer a Tour Operator Permit (for a fee if need be) to allow them to operate within HRM. What I would suggest and recommend is that the 'minimum' requirement be is to have the Tour Operator have a valid and Commercial Vehicle (CV) license in good standing. If the CV License is good enough to Operate within the Province as a whole, they should be allowed to operate within HRM without with need for any additional training/rules other than not needing to cross municipality lines/borders. This will allow for a high standard for any new operator who wishes to operate just within HRM.	8/14/2025 2:50 PM
49	I don't think so	8/14/2025 2:49 PM
50	It's a good idea to be more consistent across the industry.	8/14/2025 2:49 PM
51	?	8/14/2025 2:47 PM
52	Yes	8/14/2025 2:45 PM
53	Set number of busses they are killing the taxi business and they're giving bad name to the city by charging 120 each per person	8/14/2025 2:40 PM
54	I think anyone who does not hold an HRM licence should not be allowed to do tours off the cruise ships or hotels in Halifax	8/14/2025 2:39 PM
55	These licensing between the city and the province should be standardized. Consistency is key.	8/14/2025 2:38 PM
56	Both Continue by law but in the cruises ship industry the maritime base fully controlled the business because taxi is not advertising for visitors. So they killing taxi business .	8/14/2025 2:29 PM
57	That is a good idea	8/14/2025 2:26 PM
58	Not sure	8/14/2025 2:20 PM
59	Don't care	8/14/2025 2:20 PM
60	Consistency is good.	8/14/2025 1:58 PM

Q5 Is there anything else you would like to share about how HRM regulates vehicles for hire?

Answered: 52 Skipped: 76

#	RESPONSES	DATE
1	Delivery Drivers and couriers should be regulated too	9/4/2025 1:56 PM
2	Please ensure that the roll out of any new By-law requirements are gradual to avoid disruption to current business operations. Also, we respectfully recommend that HRM ensures the roll out is equitable to all TNCs operating on the By-law amendment effective date to avoid monopolistic opportunities by a larger player.	8/28/2025 6:33 PM
3	I believe all vehicles for hire in hrn should be easily identified. Taxis have rooflights for safety of both passengers, driver as well as others sharing the road, I've seen way too many times cars for hire doing extremely dangerous things only to see they had a tiny Uber sticker, this keeps professional drivers being paid more accountable on the road and their surroundings.	8/25/2025 1:49 PM
4	The HRM mus balance the number of Taxi and the number of share rides vehicles. Now a days there are more ride share vehicles than the taxis.	8/23/2025 7:53 PM
5	The exam for HRM license should not be online. It can not be controlled	8/19/2025 8:36 PM
6	I feel being a driver for 30 to 40 taxi drivers should not speed around with passages try to dress more professional clean cars inside and out is something the public deserves	8/19/2025 5:03 PM
7	The two larger companies in Halifax, Uber/Casino Taxi will have strong opinions. HRM should not forget hundreds of others in the industry so not share that opinion. The opinion of those companies is whats best for their bottom line-- not their drivers.	8/19/2025 9:06 AM
8	Limitations on sharerides as well as cabs because when we are gone you have no say I the industry and we will be gone when uber is constantly taking flags downtown and we are blocked from stands or stands not put back beside uber was brought here to get rid of us in the taxi industry.	8/19/2025 1:05 AM
9	No. Thanks	8/18/2025 12:59 PM
10	There is no limit for uber drivers Which is not making sense Must be limited for drivers	8/18/2025 9:51 AM
11	Level playing field for all	8/16/2025 10:15 PM
12	Protect the taxis and the taxis operators more and put a limit number to Uber or any TNC.it s not fair we taxis have a limit and the others don t	8/16/2025 3:45 PM
13	One of the most important factors is safety for the passengers having no license insurance requirements like the industry that we are in makes it a rickshaw operation at Best also I believe that HRM police is not enforcing any rules and regulations regarding these operators and a very typical example is window shading has gone through the roof with these operators and when people say they're hesitant on going into the car because they can't even see the driver	8/15/2025 6:36 PM
14	Limit the company	8/15/2025 12:16 PM
15	To make sure all vehicles for hire must have gone to the same checks as the taxi drivers in HRM	8/15/2025 10:44 AM
16	For tours entirely within HRM, municipally licensed operators must meet all requirements of by-law T-1000 that apply to a taxi or limousine, including using licensed drivers and licensed vehicles which meet the requirements of the by-law. Passengers are entitled to an hourly rate if picked up from the Halifax Cruise Ship Terminal.	8/15/2025 9:27 AM
17	There's no limitations for uber drivers in this city which is not fair and we have only 2600 taxi cars??? Not making sense and they should have limitations on licence	8/15/2025 8:40 AM

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18	No	8/15/2025 8:36 AM
19	All ride share companies should have to go through the same procedure as taxi drivers, there's a lot of Uber drivers that are picking up flags, driving under someone's else account.	8/15/2025 7:22 AM
20	Should make an easier/faster process for criminal record checks.	8/15/2025 6:52 AM
21	Regulate all or none. Uber and other TNC's will not play along so regulate none.	8/15/2025 3:17 AM
22	The Taxi owners licenses and Uber Uber drivers should be regulated	8/15/2025 1:44 AM
23	no	8/15/2025 12:27 AM
24	HRM should stop physical inspection of taxies as the employees are not a Red seal mechanics or a qualified person to inspect any vehicles, however the taxi owners should submit their inspection slip yearly. share ride vehicles are not subjected for inspections as they transport more people than taxies and it has nothing to do the safety. Also HRM should stop the practice inspecting taxies one month before the expiry date of the inspection date not even the sticker expiry date which is against the motor vehicle act. The taxies are getting inspected at the HRM about each 11 months of prior to the yearly expire date. if you don't inspect the share riders, you should not inspect the taxies as well.	8/14/2025 10:20 PM
25	There MUST be BETTER Enforcement as there are Several Tour Operators that are operating in HRM with Suspended CV Licences (IE: SeeSight Tours /TripShepherd) that have had their CV License Suspended for FIVE years yet still are Operating with SUV's some with Ontario Plates and there are others such as Travel Portal is another one and I am sure there are others...There has to be a more severe penalties to those that are breaking the Law without and consequences...(NEED TO FLAT BED VEHICLES)	8/14/2025 8:36 PM
26	Allow taxi drivers/owners to operate accessible vehicles and permit fair charge rate or same rate as other accessible operators	8/14/2025 8:27 PM
27	Plz stop the roof light	8/14/2025 7:42 PM
28	If possible insurance should be regulated by the government because commercial insurance is very expensive and also having many years of experience doesn't help when you apply for the commercial insurance	8/14/2025 7:38 PM
29	nothing	8/14/2025 7:01 PM
30	More taxi spot checks, vehicle inspection of tire treading. Some operate with very little tread and as you know, we do get rain. Dangerous	8/14/2025 6:44 PM
31	In regards to tour operators, a new licensing program is an absolute necessity. Going forward, HRM needs to promote consultation and dialogue with tour operators to address their concerns and proposed recommendations for a new licensing program.	8/14/2025 5:43 PM
32	Uber drive must have to have taxi license to operate and their vehicles must be inspected as cabs and limo. They Should have actual commercial insurance.	8/14/2025 4:36 PM
33	The municipality should set a limit on the number of drivers operating within its boundaries. Similarly, taxi drivers, Uber, and other ride-hailing companies should be allocated a specific number of drivers. For example, if market studies show that 5,000 drivers are needed to meet demand, this number should be distributed among all companies based on clear and fair criteria. Currently, the market is oversaturated with drivers, making it difficult for anyone to earn a sustainable income. To protect the market and ensure quality service, the municipality should create a system that meets the needs of both customers and drivers.	8/14/2025 4:11 PM
34	Now days, taxis are not getting rides from cruships sice buses totally controlled the market. You have to search what the reason behind	8/14/2025 3:27 PM
35	Remove TNC just allowed local HRM drivers to operate. And give more opportunities like delivering of foods, groceries, packages etc.. and limit the drivers with 5 yrs experience Hrm driving records	8/14/2025 3:20 PM
36	Either control prices of Uber or free control of prices on taxi industry.	8/14/2025 3:12 PM
37	Yess the exam is there, everyone has it in their hands, some drivers hv taken pictures, of bylaws and tests, thts why lots of guys clearing tests on daily basis, along with this due to lack of strict invigilator, thy can open a extra screen on pc for maps and all thts thy getting	8/14/2025 3:09 PM

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license. I feel the ratio of drivers for civilian are more thn enough in hrm we dont need more drivers,

38	No	8/14/2025 3:08 PM
39	HRM should have save policies and rates applicable for Ride sharing companies as that for taxi and regulate both equally. Secondly Ride sharing apps such as Uber deducts more than 40% of fare and pays little to drivers. This extra amount is moving out of Canada directly in the pockets of USA based corporates. This should be regulated and stopped	8/14/2025 3:07 PM
40	Better oversight of Ubers is a must, in Athens Greece all Ubers are licensed taxi drivers, extremely efficient service that sustains a competitive and competent vehicle for hire system	8/14/2025 3:00 PM
41	Any tour operator who has had a CV licenced suspended or is under suspension should not be allowed to operate within HRM without	8/14/2025 2:52 PM
42	The number of drivers needs to be regulated to prevent an oversupply of drivers competing for a limited amount of customers.	8/14/2025 2:51 PM
43	Thank you	8/14/2025 2:49 PM
44	All old and dirty cars should remove from taxi businesses because those old and dirty cars hurt taxi businesses in community	8/14/2025 2:48 PM
45	Right now between licenced cars and Uber (Which should not be aloud here period) there are no regulations on the number of cars aloud and the industry is over saturated making it really hard and longer days for less pay.Iam a driver of 33yrs.	8/14/2025 2:43 PM
46	Make tnc regulated, pay insurance like taxi driver	8/14/2025 2:41 PM
47	Uber should be treated like every taxi company in Halifax. Either regulate them as the taxi companies are regulated, or regulate the taxi companies as Uber is regulated.	8/14/2025 2:40 PM
48	Now there is many taxi and limousine drivers and Uber drivers. Because of this we can't make enough money and difficult to support family, pay bill special I surance very high and the company monopoly now. Please stop spreading license check the business environment, adjacent parking stand. Thank you.	8/14/2025 2:34 PM
49	Every Taxi company must be regulated for safety purposes, Uber is not safe for passengers at all	8/14/2025 2:28 PM
50	Stop the street checks on taxis if you're not gonna do it for uber too. HRM is too uneven in how they treat taxis versus uber.	8/14/2025 2:24 PM
51	Ban uber and support local drivers	8/14/2025 2:20 PM
52	The playing field between Taxi's and TNC's must be levelled. A two tier system is not working. Taxi's have too many regulations and TNC's do not have enough.	8/14/2025 1:59 PM

Jurisdictional Scan

	Taxi Rate Model	Taxi surge pricing?	TNC Rate Model	Taxi Driver Licensing	TNC Driver Licensing	Notes
British Columbia	Semi-regulated*	No	Unregulated	No	No	<i>*While generally, taxi operators may determine their own rates, larger urban areas are considered "Common Rate Areas" in which all licensees must charge the same rates. At least 51% of all operators in a Common Rate Area must submit an application for a rate increase to trigger a review.</i>
Prince Edward Island	Unregulated	n/a	Unregulated	No	No	<i>Municipalities have the authority to regulate taxis. Charlottetown and Summerside both recently repealed their taxi by-laws.</i>
Quebec (Province)	Regulated	App only	Unregulated	Yes	Yes	
Toronto	Regulated (Maximum)	App only	Unregulated	Yes	Yes*	<i>* TNC drivers are licensed by the City, but they must apply through the TNC</i>
Ottawa	Regulated (Maximum)	No	Unregulated	Yes	No	
Edmonton	Regulated	No	Semi-regulated*	Yes	No	<i>*City sets minimum fare for TNC trips, but no maximum. TNC fares are otherwise unregulated.</i>
Calgary	Regulated (Maximum)	App only	Unregulated	Yes	Yes	
Niagara Region	Regulated (Maximum)	No	Unregulated	Yes	Yes	
Winnipeg	Regulated (Maximum)	No	Unregulated	Yes	Yes	
Saskatoon	Regulated	No	Unregulated	Yes*	No	<i>*Taxi drivers must be affiliated with a broker before applying</i>
Mississauga	Regulated	App only	Unregulated	Yes	No	