

December 8, 2025

HALIFAX

Vehicle for Hire Fare Modernization & TNC Licensing

Transportation Standing Committee

PART 1



MODERNIZATION OF TAXI/LIMOUSINE FARES

1

Existing Fare Regulation

- Taxi and Limousine Rates are set by Administrative Order 39
- Adjustments to rates requires approval of Regional Council
- Rate adjustments based on CPI, reviewed annually

HALIFAX

Options for Fare Regulation

Fully Regulated	Semi-regulated	Unregulated
<ul style="list-style-type: none">• Regulator sets the rates that taxis and limos may charge• All companies must charge the same rates• This is HRM's current fare regulation model.	<ul style="list-style-type: none">• Regulator sets rules for fares and approves rates• Companies may set their own rates, within the rules• This is the proposed fare regulation model.	<ul style="list-style-type: none">• Companies set their own rates.• There is no oversight or approval required.

3

Industry Feedback

- Strong survey response from taxi industry
- Drivers and owners split on maintaining current fare regulation model vs letting industry set own rates
- No consensus among brokers about preferred approach
- Strong response from all respondents that rates for taxis and TNCs should be regulated in same manner

Proposed Semi-Regulated Approach

- Brokers, independent brokers, and limousine operators will determine rates
- Licensing Authority will ensure rates comply with Administrative Order 39



Permitted Taxi Fare Structure

- Initial Charge (“drop rate”)
- Distance charge
- Wait time charge
- Price by zone
- Additional Passengers
- Cleaning charge
- Special Contract Rates



Permitted Limousine Fares

- Hourly rate
- Special Contract Rates



Prohibited Charges

- Different rates for taxi and accessible taxi
- Payment charges
- Additional charge for children or support persons
- Additional charge for assisting passenger
- Additional charge for mobility aids or service animals



HALIFAX

Process for Approving Rates

- Brokers, independent brokers, and limousine operators submit rates
- Licensing Authority confirms compliance with AO 39
- No economic review of proposed rates



PART 2



TNC DRIVER LICENSING

HALIFAX

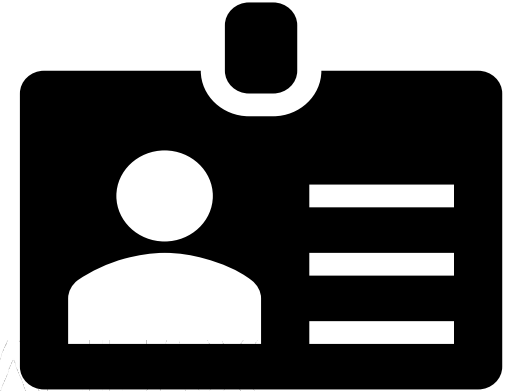
Existing TNC Regulations

- Transportation Network Companies licensed by HRM
- By-law T-1000 sets minimum requirements that TNC drivers must meet
- TNC is responsible for ensuring drivers meet by-law requirements
- HRM does not review individual TNC drivers
- HRM cannot remove a driver from a TNC platform

11

Proposed TNC Driver Licensing

- TNCs may only accept drivers who hold a valid VFH Driver's License
- Licensing Authority screens all applicants
- Mandatory training and testing required



Driver Screening

- Criminal Record Check
- Vulnerable Sector Check
- Child Abuse Registry Check
- Driver's Abstract
- English Language Proficiency Test
- Class 4 Provincial Driver's Licence



Mandatory Training & Testing

- Online training course covering:
 - By-law T-1000 and Admin Order 39
 - Customer Service
 - Ethics and Privacy
 - Cultural Awareness
 - Sexual Harassment and Appropriate Conduct
- Proctored online exam



Issuance of VFH Driver's License

- Applicants who meet minimum requirements and pass exam will be issued a VFH Driver's License
- License holder permitted to drive any type of vehicle for hire.



HALIFAX

Housekeeping & Modernization

- Taxi meter modernization
- Online applications
- Fuel efficient vehicle allowances
- Roof light requirements
- Code of Conduct applies to all VFH drivers
- Updated data sharing requirements for TNCs

HALIFAX

Thank you