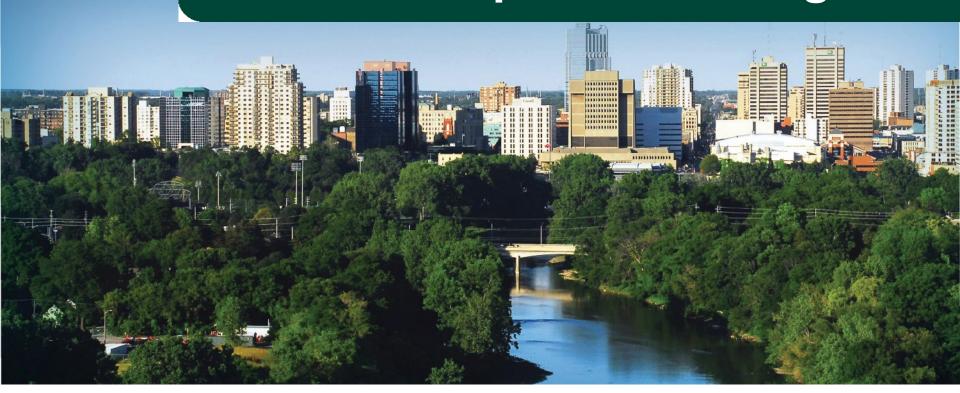


# Vehicle for Hire By-law Public Participation Meeting



September 11, 2018



#### **Council Direction**

- administration and licensing fees
- application process
- fares (including the ability for brokers to set fares)
- posting of fares
- vehicle requirements (including age of vehicles)
- removal of cap on accessible and regular plates



## **Communications with industry**

- "On the ground" conversations with drivers
- Notified brokers via email
- Notified licensees by mail
- Notified customers at counter
- Multiple newspaper advertisements
- Posted draft by-law mid August on web



#### **Proposed Fees to be Deleted**

- Vehicle-broker affiliation
- Owner licence transfer
- Vehicle substitution
- Priority list application fee
- Driver licence fee for private vehicles for hire



#### Proposed Fees to be Amended

- New fee for smaller TNCs: 1 to 50 vehicles
- Private vehicle trip fee increased to \$0.25



#### **Proposed Application Process**

- Fees deleted
  - no need for City Hall attendance
- Private vehicles for hire
  - registration / audit process
- Length of licence period



#### **Proposed Fares**

- Set by Brokers
- Increased competition, discounts, flexibility
- Responsibility of Broker to advise the municipal regulator



### **Proposed Vehicle Requirements**

- Cameras
  - voluntary (mandatory notification)
- Age of vehicles
  - 10 years for private vehicles



#### **Proposed Cap on Licences**

- Remove from all vehicle categories
- Numerous studies:
  - Price Waterhouse
  - Transportation Law Journal
  - Cato Institute
  - Canada Competition Bureau
  - KPMG (Ottawa)
- Technology solved consumer knowledge limitations



#### Summary

- The Vehicle for Hire By-law:
  - is a fluid document
  - open to amendments
  - focuses on the municipal purposes of health and safety and consumer protection
  - recognizes the advancement of technology and the modernization of the on-demand transportation marketplace
  - regulations must allow the industry to thrive