




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