

Appendix A: Jurisdictional scan

Comparative analysis

| Municipality | Population (millions) | Taxi plates capped | Taxi plates issued | Taxi plate fees | Taxi driver licence fee | Transportation Network Company (TNC) drivers capped? | TNC drivers fee | TNC driver numbers | Accessible plates capped? | Accessible plates issued | Accessible taxi plate fee | Accessible taxi incentive program |
|--------------|-----------------------|--------------------|----------------------|-----------------|-------------------------|--|------------------|----------------------|---------------------------|--------------------------|---------------------------|--------------------------------------|
| Vancouver | 2.65M | X | Provincially decided | -- | \$117* | X | \$150* | Provincially decided | Provincially decided | Provincially decided | \$0 | Under development |
| Edmonton | 1.1M | ✓ | 1,210 | \$423 | \$64 | X | \$64 | Unknown | ✓ | 54 | \$423 | No |
| Red Deer | 0.1M | ✓ | 157 | \$408.20 | \$408.20 | X | \$408.20 | Unknown | ✓ | 10 | \$408.20 | No |
| Calgary | 1.36M | ✓ | 1,882 | \$495 | \$135 | X | \$219 | 16,581 | ✓ | 189 | \$0 | Yes |
| Saskatoon | 0.34M | ✓ | 216 | \$625 | \$70 | X | Collected by TNC | Unknown | ✓ | 40 | \$25 | Yes |
| Regina | 0.23M | ✓ | 153 | \$375 | \$375 | X | Collected by TNC | Unknown | ✓ | 8 | \$375 | Yes |
| Winnipeg | 0.75M | ✓ | 600 | \$600 | \$70 | X | Collected by TNC | Unknown | ✓ | 130 | \$200 | Yes |
| Toronto | 2.89M | ✓ | 4,939 | \$1,250* | \$216** | X | Collected by TNC | 78,904 | ✓ | 327 | \$0 | Yes |
| Montreal | 1.8M | X | Provincially decided | \$299.32 | \$190 | X | \$190 | Provincially decided | X | Provincially decided | \$299.32 | No (provincial grants are available) |

Provincially regulated Vehicle-for-Hire

*Reduced fees for zero-emission vehicle

**Reduced fee for accessible vehicle

Jurisdictional scan

A jurisdictional scan was conducted to review bylaws from municipalities across Canada that regulate the vehicle-for-hire industry.

(British Columbia and Québec provincially regulate the vehicle-for-hire industry.)

Jurisdictional Scan of Canadian Municipalities

| Municipality | Bylaw | Regulates in Place |
|--|-------|---|
| Vancouver, BC (under provincial regulation) | N/A | <p>Licensing & Fees:</p> <ul style="list-style-type: none"> Vehicle-for-Hire Services are regulated through the Provincial Transportation Board. This board decides how many taxi companies can operate in the province and how many vehicles each company can have. Then the City of Vancouver licences accordingly. Accessible and zero-emission vehicles are encouraged through lower fees. <p>Training:</p> <ul style="list-style-type: none"> There is no mandated specialized vehicle-for-hire driver training program that is provided through the Province of British Columbia’s Transportation Board or the City of Vancouver. <p>Industry Engagement:</p> <ul style="list-style-type: none"> The British Columbia Government is beginning its first major in-depth review of the transportation network companies, four years after they were first approved to operate in the province. Open houses occurred in October and November of 2023 with a report of findings and recommendations brought to the Legislative Assembly no later than May 2024. <p>Regulatory Requirements:</p> <ul style="list-style-type: none"> British Columbia has the same requirements as Calgary to become of vehicle-for-hire driver. Beyond the reduction of fees for zero-emission vehicle, there is presently no additional requirements for the vehicle-for-hire industry. Vancouver has a commitment to have 50% of kilometers driven on Vancouver roads will be by a zero-emission vehicle by 2030. The Government of British Columbia has passed Bill 48 that aims to redefine the employment status of online platform workers including TNC drivers. Bill 48 doesn’t require formal employment relationships between app-based workers and platform companies for workers to be considered employees for the purposed of the Employment Standards Act & Worker Compensation Act. |

| Municipality | Bylaw | Regulates in Place |
|--------------|--|---|
| | | <p>Accessibility:</p> <ul style="list-style-type: none"> The Province of British Columbia offers a Wheelchair Accessible Vehicle Maintenance and Operations Rebate. The rebate for eligible applicants for the added maintenance costs associated with operating a wheelchair accessible taxi as compared to a non-accessible taxi. Two additional rebates will be available in 2024: A flat price Auto Insurance Rebate and a flat price Fuel Rebate. <p>Enforcement:</p> <ul style="list-style-type: none"> The City of Vancouver employs a vehicle-for-hire inspector who issues licences but does not do enforcement. The Province of British Columbia employs Passenger Transportation Enforcement Officers (PTEO) who are Peace Officers with the Commercial Vehicle Safety & enforcement Branch. PTEO's specialize in ensuring the commercial passenger transportation industry and compliance with the Passenger Transportation Act and Regulation. |
| Edmonton, AB | Vehicle-for-Hire Bylaw 17400 | <p>Licensing & Fees:</p> <ul style="list-style-type: none"> Capped their taxi plates to 1291 and there are no formalized plans to release any additional plates at this time. Rideshare drivers are managed by the individual transportation network companies and are not licensed through the city. <p>Training:</p> <ul style="list-style-type: none"> There is no municipally mandated training for drivers to enter the vehicle-for-hire industry. Individual brokers or dispatchers are responsible for providing driver training individually. In the <i>Highlight of Work Priorities for 2022 and 2023</i>, they are exploring the benefits and costs of mandatory enhanced driver training. <p>Industry Engagement:</p> <ul style="list-style-type: none"> Does not have an official vehicle-for-hire industry working group or committee since 2018/2019. Included in the <i>Highlights of Work Priorities for 2022 and 2023</i> for is the update of industry partner groups develop strategies to increase their participation and to keep in regular contact with industry. |

| Municipality | Bylaw | Regulates in Place |
|--------------|-------------------------------------|--|
| | | <p>Regulatory Requirements:</p> <ul style="list-style-type: none"> • Presently, there is no zero-emissions vehicle policy in place or coming up in the future, that will have a direct impact on their vehicle-for-hire industry. • Snow tires are not required for vehicles-for-hire during winter months. <p>Accessibility:</p> <ul style="list-style-type: none"> • Has a capped their accessible plates at 65, however there is 95 additional non- issued accessible plates. • Does not have an accessible taxi incentive program however, in the workplan that was sent out by Vehicle-for-Hire for 2022-2023, a priority is to develop a proposal for the accessible vehicle industry and user subsidies. <p>Enforcement:</p> <ul style="list-style-type: none"> • Has a dedicated team of Livery enforcement officers. • <i>Highlights of Work Priorities for 2022 and 2023</i> indicated the enforcement enhancements that include an increased enforcement focus on unlicensed service providers and taking enforcement action immediately to increase the safety and accessible of vehicle-for-hire services. |
| Red Deer, AB | Bylaw No. 3706/2024 | <p>Licensing & Fees:</p> <ul style="list-style-type: none"> • Only taxi plate licences are capped. • The municipality will be publicly advertising and releasing 15 new taxi plate licences for the next three years with the full removal of the plate cap in the fourth year. • There are two transportation network companies that operate in the municipality. <p>Training:</p> <ul style="list-style-type: none"> • There is no mandated specialized vehicle-for-hire driver training program that is provided through the municipality. <p>Industry Engagement:</p> <ul style="list-style-type: none"> • There is no formal industry working group, but the municipality manages communication with the vehicle-for-hire industry through their Licensing Division. |

| Municipality | Bylaw | Regulates in Place |
|--------------|--|--|
| | | <p>Regulatory Requirements:</p> <ul style="list-style-type: none"> The Vehicle-for-Hire bylaw was updated in May of 2024 which included revisions on age-based restrictions for vehicles with mechanical inspection restrictions; removing drop rates for taxis; simplification of the licensing process; and a reduction driver's abstract from a 5-year to a 3-year requirement. Class 1, 2 or 4 driver's licence is required. <p>Accessibility:</p> <ul style="list-style-type: none"> Accessible vehicle requirements are based on a percentage of the fleet. <p>Enforcement:</p> <ul style="list-style-type: none"> Does not have a dedicated vehicle-for-hire enforcement team. The responsibility for the enforcement of the Vehicle-for-Hire bylaw is the responsibility of the Bylaw Enforcement Team. |
| Calgary, AB | Livery Transport Bylaw 20M2021 | <p>Licensing & Fees:</p> <ul style="list-style-type: none"> Capped the number of taxi plates authorized to operate in the city to 1881 of which 189 are designated for accessible vehicles only. In 2019, there was a comprehensive review of the fees which resulted in 48% reduction for taxi plate renewals. TNC licences are not capped. Administration is carefully reviewing relevant data and an accessible taxi plate release will be considered if required. <p>Training:</p> <ul style="list-style-type: none"> Prior to 2020, the training required for vehicle-for-hire drivers, both taxi's and TNC drivers, was an in-person, two-day course with a written exam. Throughout 2020 until now, the taxi driver training program has shifted to an online format for the training course and testing. This allows for greater flexibility for drivers and to increase the numbers of drivers that can be trained. The training to drive an accessible taxi is a half-day in-person training, offered at no cost, by Vehicle-for-Hire. This training has a theory and a practical portion. Training received from Access Calgary and Care Calgary are recognized as equivalent. |

| Municipality | Bylaw | Regulates in Place |
|--------------|-------|---|
| | | <p>Industry Engagement:</p> <ul style="list-style-type: none"> In 2018, City Council disbanded the Livery Transport Advisory Committee (TLAC), with the commitment for continued engagement with the public and industry. The City of Calgary conducts regular engagement with industry. In 2023, Vehicle-for-Hire conducted two industry surveys, organized two formalized engagement sessions, and participated in two town hall meetings. The Vehicle-for-Hire business unit was awarded a \$75,000 grant from the Equity in Service Delivery Fund to pilot an engagement plan that supports equitable and active engagement of the vehicle-for-hire industry. A consulting firm was hired to engage with industry and their final report is due by the end of Q4 2024. <p>Regulatory Requirements:</p> <ul style="list-style-type: none"> Drivers require a Class 4 drivers' licence, which includes a medical, vision assessment, and knowledge test. In 2020, there was an accelerated bylaw review that included further reductions in costs for the industry such as a single inspection/year, not requiring brokers to have unique colours, and allowing top light in windshields which avoids drilling into the roof of the vehicle. Does not require snow tires for vehicles-for-hire, but it is recommended. The City of Calgary's Climate Strategy has set a target of 100% of all vehicles-for-hire to be zero-emission vehicles by 2030. <p>Accessibility:</p> <ul style="list-style-type: none"> In 2019, the Accessible Taxi Incentive Program (ATIP) was created, a cost recovery model from a \$0.10 'per-trip' fee on all vehicle-for-hire trips. The incentive is provided to accessible drivers to offset the associated costs purchasing and operating wheelchair accessible vehicles. This program is to ensure improved customer service and reduce waiting times, while providing 24/7 on demand availability. In 2019, A centralized dispatch system was created for the accessible taxi service called WAV Calgary. The City of Calgary had over 30,000 accessible trips using the WAV platform which is an increase of 50% increase over 2022. In 2024, the implementation of a Wheelchair Ramp Installation Incentive began that offsets the additional costs to converting a vehicle into a wheelchair accessible vehicle. <p>Enforcement:</p> <ul style="list-style-type: none"> There is a dedicated team of nine Vehicle-for-Hire peace officers that work to ensure public safety, consumer protection and service quality. |

| Municipality | Bylaw | Regulates in Place |
|---------------|--|---|
| | | <ul style="list-style-type: none"> The Vehicle-for-Hire enforcement team’s focus is on inspections, investigations, collaboration and traditional enforcement activities (including summons, warnings, orders, etc.). |
| Saskatoon, SK | Vehicles-for-Hire Bylaw, 2019-Bylaw No. 9651 | <p>Licensing & Fees:</p> <ul style="list-style-type: none"> Capped its vehicle-for-hire taxi services while does not cap the amount of TNC Drivers. They explored capping TNCs in 2021, however, this was not recommended at that point. Has no role in the licencing of TNC Drivers and doesn’t require the TNC to report numbers to the City. Held a lottery in 2019 that distributed 35 four-year licences for taxi drivers. Administration is bringing forward a report to council in Q2 2024 on the program and its status. <p>Training:</p> <ul style="list-style-type: none"> Does not mandate vehicle-for-hire training and presently only one broker offers its own training program. Access Transit Saskatoon offers training to accessible drivers that focuses on empathy or passengers, driver procedures and safe transportation and securement of wheelchair dependent passengers. <p>Industry Engagement:</p> <ul style="list-style-type: none"> Does not have an official working group or committee for industry members. Two of the six taxi brokers are presented by the United Steelworkers Union. <p>Regulatory Requirements:</p> <ul style="list-style-type: none"> Will allow drivers with a class 5 provincial licence to drive taxi if they have two plus years of driving experience verified through the provincial licence insurer. Transportation Network Company Drivers must meet the regulatory requirements of the individual company (presently those are matched to what is asked of by the province of Saskatchewan). Researching and implementing zero-emissions standards in the future. <p>Accessibility:</p> <ul style="list-style-type: none"> Accessible taxi incentive program is a per-trip cost recovery model that collects \$0.27 from each TNC trip and \$0.07 from each non-accessible taxi’s trip. The money collected through the per trip fee is then divided equally amongst the 26 accessible taxi plate holders. There are no incentives offered for the accessible taxi drivers that are not plateholders. |

| Municipality | Bylaw | Regulates in Place |
|--------------|--|---|
| | | <p>Enforcement:</p> <ul style="list-style-type: none"> Does not have a dedicated vehicle-for-hire enforcement team. The responsibility for the enforcement of the Vehicle for Hire bylaw is the responsibility of the Bylaw Enforcement Team. |
| Regina, SK | Bylaw No. 2019-9 The Vehicles for Hire Bylaw | <p>Licensing & Fees:</p> <ul style="list-style-type: none"> Issues taxi plates based on population. There are 153 taxi plate licences issued which includes 120 regular plates, 25 seasonal and 8 accessible plates. There is no plan to release any additional taxi plates at this time. TNCs are not licensed through the municipality. There are 776 TNC drivers based on data provided directly from the sole TNC company that operates in the municipality (Uber). Full fee review is expected by the end of 2025. <p>Training:</p> <ul style="list-style-type: none"> There is no training requirement by the municipality for the vehicle-for-hire industry. Training is left up to the brokerage and the TNC companies. <p>Industry Engagement:</p> <ul style="list-style-type: none"> There is no formal committee; however, the municipality meets with the industry on a quarterly basis and ensures there is transparency with any proposed bylaw amendments. <p>Regulatory Requirements:</p> <ul style="list-style-type: none"> Requires a class 4 or 5 licence to operate, which includes a Certificate of Approval from the Regina Police Service with police checks and driver's abstract conducted. Does not require winter tires for vehicles-for-hire. <p>Accessibility:</p> <ul style="list-style-type: none"> Accessible plates issued are based on population rates. One plate for every 1100 residents. There is a \$4.00 per trip fee paid to drivers for accessible trips. \$0.07 per trip fee is collected for all TNC trips which goes towards the \$4.00 per trip incentive. <p>Enforcement:</p> <ul style="list-style-type: none"> There is no dedicated enforcement team at the municipality. |

| Municipality | Bylaw | Regulates in Place |
|--------------|---|--|
| | | <ul style="list-style-type: none"> Enforcement of the bylaw is done through the Regina Police Service. |
| Winnipeg, MB | Vehicles-for-Hire Bylaw, 129/2017 | <p>Licensing & Fees:</p> <ul style="list-style-type: none"> Issues taxi plates based on population. The agreed upon ratio is 1:1203 residents. Presently, there is no plans to release any additional taxi plates. TNCs are responsible for the licensing of their own drivers. Presently, TNCs do not have to report their driver numbers to the City. <p>Training:</p> <ul style="list-style-type: none"> Requires that taxi drivers complete an in-person, 44-hour training course, within 90 days. This course is provided by a continuing education provider while The City controls the curriculum. TNCs provide their own training and do not have to take the same training as the taxi drivers. All training costs are the responsibility of the drivers. Requires a mandatory Indigenous-led safety training for all vehicle-for-hire drivers. This training is available at no-cost to the driver and needed to be completed by the end of 2023. <p>Industry Engagement:</p> <ul style="list-style-type: none"> Used to have a working group for industry participants that did provide valuable feedback and insight, however, The City is no longer running them. In 2022, the MMIWG2S+ advisory committee started consultations with Indigenous communities and the taxi industry, this resulted in the creation of the Indigenous-led safety training. <p>Regulatory Requirements:</p> <ul style="list-style-type: none"> Requires a class 5 licence which does not need a medical test. Does not require winter tires for vehicles-for-hire, The Province of Manitoba has a Winter Tire Program that offers low-interest financing for eligible Manitobans. In 2022, the Community Energy Investment Roadmap was unveiled, which included the shift for all light-duty commercial vehicles are 100% electric by 2050 (taxis). <p>Accessibility:</p> <ul style="list-style-type: none"> Has a centralized dispatch system for accessible taxi service similar to Calgary's program. This program is a two-year pilot project that commenced in May 2022. Offers incentives to only drivers that operate on their accessible taxi centralized dispatch system. |

| Municipality | Bylaw | Regulates in Place |
|--------------|---|---|
| | | <ul style="list-style-type: none"> • The incentive program offers a per-trip incentive \$10/trip for day-time and \$25/trip nighttime. • The Province of Manitoba provides the training for Accessible Vehicle-for-Hire Drivers. <p>Enforcement:</p> <ul style="list-style-type: none"> • Has a dedicated Vehicle-for-Hire Enforcement team that consists of 4 officers. • Has a \$0.03/trip surcharge that is applied to vehicle-for-hires that are not taxis (TNC trips) to support a program to promote safety and security in the industry. • The safety and security program recommendations were developed through collecting input from industry partners and research on best practices for safety and security measures in the industry. |
| Toronto, ON | Vehicles-for-Hire Bylaw | <p>Licensing & Fees:</p> <ul style="list-style-type: none"> • Utilizes a mandatory online application portal for its vehicle-for-hire licensing activities. • A vehicle-for-hire driver is required to have a separate licences for each TNC they work for as well if they drive taxi. There are just over 1900 drivers with multiple licences (Calgary has 1400). • Considering releasing more Taxi plates in the wake of cancelations of previous taxi plate (referred to as Taxi owners) were cancelled due to nonpayment of fees. This will be included in a Q4 2024 report. • Presently exploring putting a cap on the number of TNC drivers that operate in the city. There is a report due to council in December 2024. <p>Training:</p> <ul style="list-style-type: none"> • New applicants to the vehicle-for-hire industry are required to successfully complete a third-party training program that has previous approval by the City of Toronto. • Training courses vary by provider and can be both in person or online and prices range from \$75-\$225. • Drivers wishing to have an accessible endorsement on their taxi licence are required to take a recognized accessible training program delivered through third-party providers. • Accessible training must be renewed every 4 years. <p>Industry Engagement:</p> <ul style="list-style-type: none"> • Currently, no formal working groups or committees with vehicle-for-hire industry members. • In 2022, in response to a letter requesting action ensuring accessibility and equity for Toronto Taxi Drivers, Vehicle-for-Hire will ensure third-party external facilitation services will be employed for major consultations and working groups to ensure productive discussions. |

| Municipality | Bylaw | Regulates in Place |
|--|-------|--|
| | | <p>Regulatory Requirements:</p> <ul style="list-style-type: none"> • Drivers are not tied to a vehicle. There are 4 categories of persons in the bylaw for Licensing of Vehicles-for-hire, Taxi Drivers that are the individuals that operate the vehicle, Taxi Operators. • Vehicle-for-Hire drivers require the Alberta equivalent of a class 5 licence but have the requirement of 3 years for driving experience. • Has a goal of transition to a net zero vehicle-for-hire industry by 2030. A Zero-Emissions Grant has been developed which will cover the licence fees owed on a zero-emission vehicle from 2024 through 2029. • All vehicles-for-hire require snow tires or all-weather ties from December 1-April 30. <p>Accessibility:</p> <ul style="list-style-type: none"> • Accessibility Fund Program has an eligibility requirement that the accessible vehicle operates for 432 hours/year and that a driver accepted all dispatched trips by a brokerage (except in certain exceptions laid out in the bylaw). • The maximum funds available in 2023 was almost \$2200. • While there is no centralized dispatch for their accessible taxi program, the Toronto Transit Commission (TTC) uses licensed taxicabs for their contracted services similar to Access Calgary. <p>Enforcement:</p> <ul style="list-style-type: none"> • Has a dedicated enforcement team. |
| Montréal, PQ (under provincial regulation) | N/A | <p>Licensing & Fees:</p> <ul style="list-style-type: none"> • There is no cap for the number of taxi drivers or TNC drivers. • In 2018, the Province of Québec began the process of uncapping their regular taxi industry by purchasing back all the outstanding taxi medallions. As of today, there is over 3600 Taxis and over 12,000 TNCs in Montreal. • Montreal's Transit system utilizes the same trip planning app that Calgary does. Montreal's taxi options are included within this app which Calgary's presently does not. • Taxis are required to be 11 years old or less. <p>Training:</p> <ul style="list-style-type: none"> • The Province of Québec requires that vehicle-for-hire drivers complete a 15-hour online training course from the CFTR which is the provincially mandated supplier for this training. The cost for this training is \$150. |

| Municipality | Bylaw | Regulates in Place |
|--------------|-------|--|
| | | <ul style="list-style-type: none"> • Accessible training is an 11-hour theory and seven hour practical course. The cost for this course is \$410. There is a 50% subsidy for the training cost available by the Ministry of Transportation. <p>Industry Engagement:</p> <ul style="list-style-type: none"> • The Innovation Committee and the Customer Service Committee that engages with the vehicle-for-hire industry. • Actively involved in the International Association of Transportation Regulators (IATR). Representatives from Montreal are the Co-Chair of the Canadian Regulators Committee and Chair of the On-Demand Mobility. <p>Regulatory Requirements:</p> <ul style="list-style-type: none"> • The Province of Québec requires vehicle-for-hire drivers to have a class 5 or higher with 1 year of driving experience and can understand, speak and read French. • The Province of Québec has passed a law to increase the number of zero-emission vehicles in Québec. Article 157 indicated that all vehicle-for-hires must have 30% of vehicles for 2030, 50% for 2035 and 100% for 2050. • The Province of Québec requires all vehicles have snow tires from December 1 to March 15. <p>Accessibility:</p> <ul style="list-style-type: none"> • No centralized dispatch for accessible taxis. Montreal utilized the Transit app, which is also what Calgary does for its trip planning services) but has included taxi information for both regular and accessible taxis. • Offers a system similar to Access Calgary with Transit called Paratransit with Société de transport de Montréal (STM). • Does not offer incentives for the operations of a wheelchair accessible taxi but the Province of Québec offers grants for up to \$9000 for the vehicle purchase and \$26,000 for conversion costs. <p>Enforcement:</p> <ul style="list-style-type: none"> • No dedicated vehicle-for-hire enforcement officers as it is a provincially regulated program. • The Province of Québec has Taxi Inspectors that are responsible for inspecting the industry. |