

**SUMMARY OF PROPOSED BYLAW AMENDMENTS**

Proposed Amendment	Rationale
Renaming the Bylaw	To provide a modernized description of the services offered by the Vehicle-for-Hire program team.
<b>Section 4(2)(f):</b> definition of shuttle services	Clarification is added regarding what shuttle service does not include and that the rates, times and routes need to be pre-determined and advertised.
<b>Section 5(f)(iii):</b> definition of <i>Brokerage Operations</i>	Removing the “and” and replacing it with “or” provides clarity that not all of the sub-sections listed need to be present in order to include what a <i>Brokerage Operation</i> is.
<b>Section 5(j) &amp; 160(2)(i):</b> definition of <i>Chief of Police</i>	A written recommendation from the Chief of Police will no longer be required to obtain a licence, as the vulnerable sector check will accomplish this.
<b>Section 5(s):</b> definition of <i>Inspection Certificate</i>	The wrong section number was listed in the previous review. The correct updated section number is provided.
<b>Section 17(1)(g.1):</b> added sub-section to communicate complaints/concerns through 311	Enables City to receive passenger feedback more effectively about safety concerns.

<p><b>Sections 19 &amp; 20:</b> data reporting</p>	<p>Assists with enforcement and investigations. Aligns geolocation standard across the industry to enhance driver and passenger safety.</p>
<p><b>Section 26 &amp; 30:</b> evaluation of application and police information check process</p>	<p>Allows the security check process to provide enhanced safety requirements to ensure all drivers are vetted properly.</p> <p>Provides more efficiency for drivers as only one police information check is required regardless of how many licences they obtain.</p>
<p><b>Section 31:</b> refusal of application</p>	<p>Further clarity is provided regarding when the Director can refuse an application for those who are convicted of offences.</p>
<p><b>Section 43:</b> responsibilities of the driver</p>	<p>Removing reference to wearing a face covering as it is no longer applicable.</p> <p>Replacing the word “fee” with “surcharge” for soiling the interior of the vehicle to allow the companies to set their own charges.</p>
<p><b>Section 50 &amp; 144:</b> registration of private for hire vehicles &amp; yearly inspections</p>	<p>Private for hire vehicles are no longer required to submit a provincial inspection and must include an <i>Inspection Certificate</i> which is in alignment with the requirements of taxis, accessible taxis, and limousines under Section 132 &amp; 141.</p>
<p><b>Section 51 &amp; 115(c) &amp; 116:</b> age of vehicle</p>	<p>Allowing vehicles to become re-licensed as long as it is no older than 15 years (instead of 10) allows the annual mechanical inspection to determine whether the vehicle is eligible for licensed renewal.</p> <p>Ensures efficiency during annual renewals.</p>

<p><b>Section 59:</b> minimum service</p>	<p>Removing this section allows the taxi driver and taxi brokers the flexibility to work as they choose based on supply and demand.</p>
<p><b>Section 69:</b> failure to keep taxi in service</p>	<p>Allowing for verbal notification or written notification promotes efficiency at the vehicle-for-hire licensing counter.</p>
<p><b>Section 100.1:</b> complaints</p>	<p>Ensures equity as taxis, accessible taxis, and limousines are all required to notify the Director immediately if the Calgary Police Service is involved in a complaint.</p>
<p><b>Section 111:</b> notification of accident</p>	<p>This section is not utilized in the current bylaw. The onus is on the driver to notify the brokerage or the transportation network company. Vehicle-for-Hire Peace Officers remain proactive with on-road inspections.</p>
<p><b>Section 112(2) &amp; 115(e)(iv):</b> taximeters</p>	<p>Meter seal certificates are no longer required, as tablets are now being used, rather than traditional taxi meters.</p>
<p><b>Section 126:</b> documentation for limousine contracts with customers</p>	<p>Allowing limousine drivers to carry digital copies of the contract, modernizes the process through enhanced use of digital technology.</p>
<p><b>Section 132:</b> inspections for limousines</p>	<p>Some of the limousines are too big to obtain inspections at our light-duty licensed garages and need to obtain inspections from a heavy-duty mechanic which meet the requirements of the provincial inspections.</p>

<p><b>Section 135:</b> conduct of inspections</p>	<p>This provides some clarity around the length of time inspections stations are to keep the record of inspection.</p>
<p><b>Section 141:</b> inspection certificates for taxis, accessible taxis, and limousines</p>	<p>Changing the date to 30 days from 14 days aligns with the requirements in Section 50 where transportation network companies are required to submit an inspection certificate dated no more than 30 days.</p>
<p><b>Section 156.1:</b> production of documents</p>	<p>Allowing all drivers to provide digital copies of documents (i.e., <i>Inspection Certificates</i> and other licensing documents) modernizes the process thorough enhanced use of digital technology.</p>
<p><b>Section 4 in Schedule A:</b> rates</p>	<p>Allowing the industry to set their own meter rates promotes alignment in the vehicle-for-hire industry.</p> <p>Protects the maximum meter rate charges for customers who use wheelchair accessible vehicles.</p>

For the changes to Schedule B (fees) and Schedule D (offences and penalties), please refer to the charts listed on pages 6 to 8 of Attachment 3.