

# **Vehicle for Hire Bylaw Recommended Amendments**

Proposed by the  
Taxicab Advisory Committee

# Members of the Taxicab Advisory Committee

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## Voting Members:

- 1 Representative of Fort McMurray Tourism
- 1 Member of Chamber of Commerce
- 1 Member of the Fort McMurray Airport
- 2 Members of Brokerage House Taxis
- 1 Member of Brokerage House Limousine
- 3 Driver Representatives for Taxis
- 1 Driver Representative for Limousines
- 1 Ethnic Diversity Representative
- 3 Citizen Representatives

## Non-Voting Members:

- The Chief of Bylaw Services
- The Chief Taxi Inspector
- A Vehicle for Hire Clerk

# Mandate of the Taxicab Advisory Committee

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In 2012, Mayor and Council expressed a desire for Bylaw Services to fully engage stakeholders involved in the Vehicle for Hire industry. As a result, Bylaw Services formed the Taxicab Advisory Committee (TAC). TAC has spent numerous hours on developing amendments for the Vehicle for Hire Bylaw. TAC expresses gratitude for the opportunity to provide input for this Bylaw.

# Proposed Amendments for the Vehicle for Hire Bylaw

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Section 4(a)-Change of requirement for vehicle capacity that come under regulation from 9 to 15 passengers.

Rationale: It was recommended that the threshold be increased to 15 passengers to allow all vehicles operating in a traditional Vehicle for Hire (VFH) fashion to be regulated equally.

# Proposed Amendments for the Vehicle for Hire Bylaw

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Section 15(c) –Change the requirement for a new chauffeur to provide a drivers abstracts every 4 months in his/her first year of operating and every 6 months in his second year of operating.

Rationale: This would allow for closer monitoring of new chauffeurs to ensure their driving habits measure up to the expectation of a professional driver.

# Proposed Amendments for the Vehicle for Hire Bylaw

Section 83,84,85,86,87,88,and 89 – Changes to allow the process used for mechanical inspections to be the Province of Alberta's "Out of Province (livery) Inspection Program". Furthermore this allows Brokerage houses with mechanical repair facilities to perform inspections on all Vehicles for Hire.

Rationale: The Municipally mandated vehicle inspection program lacked any means of enforcement which has been resulting in unsafe vehicles being used in the VFH sector. The Provincial "Out of Province Inspection" program (utilized since October 2013) has penalties and Province wide sanctions for mechanics which could in extreme cases lead to jail sentences. This program has resulted in properly maintained Vehicles for Hire in the Municipality. Also, it has eliminated the worry regarding brokerages inspecting their own vehicles.

# Proposed Amendments for the Vehicle for Hire Bylaw

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Section 100 (I) – Addition of a requirement that all brokerage houses must have a road supervisor working at all times.

Rationale: Brokerage houses need to partner with Bylaw officers in the delivery of quality service especially at night; having a road supervisor would assist in maintaining the overall quality of service.

# Proposed Amendments for the Vehicle for Hire Bylaw

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New section – Requirement of all call centres and dispatch to be located within the Municipality.

Rationale: Evidence of a lack of compliance with enforcement by brokerage houses operating their dispatch from Edmonton was presented to Taxicab Advisory Committee (TAC). The main concern is in regard to suspended chauffeurs and Vehicles for Hire being allowed to operate by a brokerage which would be countered by this amendment.



# Proposed Amendments for the Vehicle for Hire Bylaw

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New Section – All Point of Sales Transactions (POS) to be cleared in Canada.

Rationale: This protects customers credit card and debit information from being processed in the USA where Canadian laws may not be applied to the transactions.

# Proposed Amendments for the Vehicle for Hire Bylaw

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The last three changes also ensure if E-Hailing comes to the region that these rules will require companies not to try to operate a dispatch from afar at the detriment of customer safety.

# Proposed Amendments for the Vehicle for Hire Bylaw

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Schedule A – Streamlining the process of licensing fees with the elimination of rebate programs and changing the expiration period for chauffeurs.

Rational: This makes “Schedule A” easy to understand, allows uniformity in license expiries, and allows the licensing fee structure in Fort Chipewyan to be adjusted.

# Proposed Amendments for the Vehicle for Hire Bylaw

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Schedule B – Revamping of the rural rate schedules for all Vehicles for Hire.

Rationale: The need for a more streamlined approach with a meter based system and flat rate cards based on the more widely accepted process of rate setting in the rural area (Industry used previously). Additionally, rate structures recognizing the different types of limousines and their operating costs have been proposed.

# Proposed Amendments for the Vehicle for Hire Bylaw

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Section 5(c-) – Introduction of a new rate schedule for the community of Fort Chipewyan.

Rationale: Rates would return to the fee schedule set out prior to the implementation of Bylaw 13/001.

# Proposed Amendments for the Vehicle for Hire Bylaw

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Schedule B- Restructuring of the allowed surcharges for baggage and introduction of a POS surcharge.

Rationale: Changing the baggage surcharge from \$6.00 in all instances to a \$5.00 (Urban) and \$10.00 (Rural) rate more accurately reflecting the volume of luggage being encountered by the industry. It was also agreed that a \$1.00 point of sale (for use of debit and credit cards) surcharge was in line with accepted retail practices of most businesses and should be allowed by Vehicles for Hire as a result.

# Proposed Amendments for the Vehicle for Hire Bylaw

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Schedule B – Allowing a 10% senior discount.

Rationale: TAC thought, should the industry deem fit to recognize the contribution of seniors (age 65+) by allowing a discount.