



Community and Protective Services Committee

**Thursday, February 6, 2020
9:00 AM**

Henry Baker Hall, Main Floor, City Hall



OFFICE OF THE CITY CLERK

**Public Agenda
Community and Protective Services Committee
Thursday, February 6, 2020**

Appointment of Chairperson and Vice-Chairperson**Approval of Public Agenda****Adoption of Minutes**

Community and Protective Services Committee - Public - Jan 8, 2020 9:00 AM

Community and Protective Services Committee - Public - Nov 7, 2019 4:00 PM

Administration Report

CPS20-6 Taxi Bylaw Review

Recommendation

The Community and Protective Services Committee recommends:

1. That the amendments proposed to *The Taxi Bylaw, 1994* as further detailed in Appendix A to this report be approved, which will implement the following changes to the regulation of taxi services:
 - a. permit the use of digital taxi meters (“soft” meters);
 - b. allow taxi services to charge fares outside of the City’s set fare structure provided that such trips are booked through an approved mobile application capable of providing a pre-estimate and other requirements to passengers;
 - c. update fees charged by the City;
 - d. implement further data collection requirements;
 - e. increase permitted vehicle age to 10 years;
 - f. change the decal requirements;
 - g. allow the use of an inflatable spare tire;
 - h. set out the review and approval process for “certificates of approval” issued by the Regina Police Service for taxi drivers; and
 - i. make housekeeping changes as identified in Appendix A.

2. That this report be considered at the February 26, 2020 meeting of City Council.



OFFICE OF THE CITY CLERK

3. That the City Solicitor be instructed to prepare the necessary bylaw to implement the amendments to *The Taxi Bylaw, 1994* as described in this report, to be brought forward to the March 25, 2020 meeting of City Council.

Adjournment

AT REGINA, SASKATCHEWAN, WEDNESDAY, JANUARY 8, 2020

AT A MEETING OF COMMUNITY AND PROTECTIVE SERVICES
COMMITTEE
HELD IN PUBLIC SESSION

AT 9:00 AM

These are considered a draft rendering of the official minutes. Official minutes can be obtained through the Office of the City Clerk once approved.

Present: Councillor Andrew Stevens, in the Chair
Councillor John Findura
Councillor Bob Hawkins

Regrets: Councillor Jerry Flegel
Councillor Jason Mancinelli

Also in Attendance: Council Officer, Tracy Brezinski
City Solicitor, Byron Werry
Executive Director, Citizen Services, Kim Onrait
Director, Fire & Protective Services, Layne Jackson
Director, Roadways & Transportation, Chris Warren
Director, Transit & Fleet, Brad Bells
Current Manager, Operational Services, Nathan Luhning
Manager, Emergency Management & Business Continuity, Jeff Rowden
Manager, Traffic Engineering, Faisal Kalim

APPOINTMENT OF CHAIRPERSON AND VICE-CHAIRPERSON

Councillor John Findura moved, AND IT WAS RESOLVED, that the nominations of Chairperson and Vice-Chairperson, be deferred to the February 6, 2020 Community and Protective Services Committee meeting and that Councillor Andrew Stevens take the Chair for the meeting.

APPROVAL OF PUBLIC AGENDA

Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted.

ADOPTION OF MINUTES

Councillor John Findura moved, AND IT WAS RESOLVED, that the adoption of the minutes for the meeting held on November 7, 2019 be deferred to the next meeting of the Community and Protective Services Committee.

ADMINISTRATION REPORTS

CPS20-1 Spring and Summer U-Pass for the University of Regina

Recommendation

That the Community and Protective Services Committee recommends that City Council:

1. Delegate authority to the Executive Director Citizen Services (or designate) to negotiate and approve a contract with the Students Union of the University of Regina (URSU) for a U-Pass program in the spring and summer, starting in May 2020 for a duration of three years, as detailed in this report.
2. Direct the City Clerk to sign the applicable agreement on behalf of the City, once the agreement has been reviewed and approved by the City Solicitor, and upon approval by the Students Union of the University of Regina board of governors.
3. Approve an increase of \$360,610 to Transit & Fleet's budget for 2021, which will be offset by the revenue collected from URSU.
4. Approve this report at its January 29, 2020 meeting.

Neil Middlemiss, representing the University of Regina Students' Union, addressed the Committee.

Councillor John Findura moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.

CPS20-2 On-Demand Transit Service Pilot

Recommendation

That the Community and Protective Services Committee:

Approve the route changes regarding the On-Demand pilot outlined in Appendix A and Appendix B, to be implemented April 26, 2020.

Councillor John Findura moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.

CPS20-3 Emergency Measures Bylaw Amendment

Recommendation

That the Community and Protective Services Committee recommends that City Council:

1. Direct the City Solicitor to amend *The Emergency Measures Bylaw, Bylaw No. 2011-37* to include the amendments included in this report.
2. Approve this recommendation at its January 29, 2020 meeting.

Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.

CPS20-4 Alley Lighting

Recommendation

That the Community and Protective Services Committee:

1. Remove *CPS17-11* from the List of Outstanding Items for the Community and Protective Services Committee.
2. Recommend that this report be received and filed.

Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that this report be received and filed after removing CPS17-11 from the Outstanding Items List.

CITY CLERK'S REPORT

CPS20-5 Review of Outstanding Items

Recommendation

It is recommended that the Community and Protective Services Committee:

1. Delete the following items from its List of Outstanding Items:

<u>Item</u>	<u>Committee</u>	<u>Subject</u>
MN16-11	Community and Protective Services	1915 Retallack Street – Former Victoria Campus School Site
IR18-18	Community and Protective Services	Pathway Lighting
MN18-12	Community and Protective Services	Sunday Transit Improvements

2. Forward the updated List of Outstanding Items to Executive Committee for information.

Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.

ADJOURNMENT

Councillor John Findura moved, AND IT WAS RESOLVED, that the meeting adjourn.

The meeting adjourned at 10:45 a.m.

Chairperson

Secretary

AT REGINA, SASKATCHEWAN, THURSDAY, NOVEMBER 7, 2019

AT A MEETING OF COMMUNITY AND PROTECTIVE SERVICES
COMMITTEE
HELD IN PUBLIC SESSION

AT 4:00 PM

These are considered a draft rendering of the official minutes. Official minutes can be obtained through the Office of the City Clerk once approved.

Present: Councillor Andrew Stevens, in the Chair
Councillor Lori Bresciani
Councillor John Findura
Councillor Jerry Flegel

Regrets: Councillor Jason Mancinelli

Also in Attendance: Council Officer, Tracy Brezinski
Legal Counsel, Chrystal Atchison
Director, Parks, Recreation & Cultural Services, Laurie Shalley
Director, Parks & Open Space, Ray Morgan
Manager, Planning & Partnerships, Janine Daradich
Senior City Planner, Chris Sale

APPROVAL OF PUBLIC AGENDA

Councillor Jerry Flegel moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted, and that the delegations be heard in the order they are called by the Chair.

ADOPTION OF MINUTES

Councillor Lori Bresciani moved, AND IT WAS RESOLVED, that the minutes for the meeting held on October 10, 2019 be adopted, as circulated.

ADMINISTRATION REPORTS

CPS 19-19 Off-Leash Dog Park Consultation and Implementation

Recommendation

1. That Council consider funding the construction of one municipal off-leash site and up to two unfenced neighbourhood off-leash sites through the 2020 budget process.

2. That CR19-35 be removed from the Community and Protective Services List of Outstanding Items.

The following addressed the Committee:

- Connie Buchan, representing Off-Leash Dog Park User Group (OLD PUG);
- Lynda Schofield; and
- Debbie Crabbe.

Councillor Lori Bresciani moved, AND IT WAS RESOLVED:

1. That Council consider funding the construction of one municipal off-leash site and up to two unfenced neighbourhood off-leash sites through the 2020 budget process.
2. That CR19-35 be removed from the Community and Protective Services List of Outstanding Items.
3. That this report be forwarded to the November 25, 2019 City Council meeting for approval.

CPS19-17 2020 Pest Control Officer Appointment

Recommendation

1. That the City Solicitor be instructed to amend *Bylaw No. 2009-71* being *The Appointment and Authorization of City Officials Bylaw, 2009* to:

Appoint the following people as Pest Control Officers under *The Pest Control Act* from January 1, 2020 until December 31, 2020; unless the officer's employment with the City of Regina is terminated sooner:

<u>Name</u>	<u>Position</u>
Russell Eirich	Senior Program Manager, Forestry, Horticulture & Pest Control
Ryan Johnston	Supervisor, Pest Control
Corey Doka	Pest Control Officer

2. That within 14 days of City Council passing the amendments to *Bylaw 2009-71*, that the City Clerk notify the Ministry of Agriculture of the appointment of the Pest Control Officers, as required by *The Pest Control Act*.
3. That this report be forwarded to the November 25, 2019 meeting of City Council for approval.

Councillor Jerry Flegel moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.

CPS19-18 Cemetery Schedule and Fee Review

Recommendation

1. That the Cemetery Fee Schedule for 2020 and 2021, as set out in Appendix B, be approved and the rates come into effect January 1, 2020.
2. That the amendments to *The Cemeteries Bylaw, 2008-27* as described in this report and Appendix A be approved.
3. That the City Solicitor be instructed to prepare the amendments to *The Cemeteries Bylaw, 2008-27* as described in this report.
4. That this report and associated bylaw be forwarded to the November 25, 2019, meeting of City Council for approval.

Councillor Jerry Flegel moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.

ADJOURNMENT

Councillor Jerry Flegel moved, AND IT WAS RESOLVED, that the meeting adjourn.

The meeting adjourned at 5:49 p.m.

Chairperson

Secretary

Taxi Bylaw Review

Date	February 6, 2020
To	Community and Protective Services Committee
From	City Solicitor's Office
Service Area	Licensing & Parking Services
Item No.	CPS20-6

RECOMMENDATION

The Community and Protective Services Committee recommends:

1. That the amendments proposed to *The Taxi Bylaw, 1994* as further detailed in Appendix A to this report be approved, which will implement the following changes to the regulation of taxi services:
 - a. permit the use of digital taxi meters (“soft” meters);
 - b. allow taxi services to charge fares outside of the City’s set fare structure provided that such trips are booked through an approved mobile application capable of providing a pre-estimate and other requirements to passengers;
 - c. update fees charged by the City;
 - d. implement further data collection requirements;
 - e. increase permitted vehicle age to 10 years;
 - f. change the decal requirements;
 - g. allow the use of an inflatable spare tire;
 - h. set out the review and approval process for “certificates of approval” issued by the Regina Police Service for taxi drivers; and
 - i. make housekeeping changes as identified in Appendix A.
2. That this report be considered at the February 26, 2020 meeting of City Council.
3. That the City Solicitor be instructed to prepare the necessary bylaw to implement the amendments to *The Taxi Bylaw, 1994* as described in this report, to be brought forward to the March 25, 2020 meeting of City Council.

ISSUE

In February 2019 City Council passed *The Vehicles for Hire Bylaw*, allowing Transportation Network Companies (TNC) to operate in the City of Regina. Throughout the development of *The Vehicles for Hire Bylaw*, the taxi industry was engaged in discussions with the Administration and expressed concerns about the emergence of TNC and their ability to continue to operate under traditional taxi regulations. No changes were made to *The Taxi Bylaw, 1994* at the time. Administration and the taxi industry agreed to review the bylaw for potential amendments to address these concerns.

IMPACTS

The fee changes recommended in this report will ensure a more accurate cost recovery of the various fees collected.

There are no environmental, accessibility, or other implications or considerations.

OTHER OPTIONS

City Council may choose to approve all, some or none of the recommendations contained in this report.

COMMUNICATIONS

If approved, amendments to *The Taxi Bylaw, 1994* will be posted on Regina.ca.

DISCUSSION

In March 2019, Administration requested feedback from the taxi industry, including brokerages, licence holders and drivers on potential amendments to *The Taxi Bylaw, 1994* to better align with provincial legislation, update outdated sections and any other areas of concern. Most of the input received came from the taxi brokerages and formed the framework for additional discussions.

Many of the comments related to seasonal taxicab licences and potential changes to the number, type and manner of issuance of these licences. The seasonal licences will be considered in a future report after the 2019-2020 seasonal data has been received and reviewed to respond to motion CPS18-21. The analysis will consider how the lottery issued licences and the emergence of ridesharing impacted the seasonal taxi services.

The remaining feedback focused on enabling the traditional taxi service to adapt to the changing environment, collection of reliable trip data and ensuring fees were appropriate. Working sessions were held with the taxi brokers to develop improvements related to technology advancements, fare structure, fees, data requirements and vehicle requirements. The recommended changes are listed in Appendix A and discussed below in further detail.

(a) Technology Advancements

Soft Meters have become the new form of taxi meters in other major municipalities. A taxi soft meter is a smartphone or tablet that is used similarly to the traditional hard-wired taxi meter. The technology uses GPS or on-board diagnostics to calculate distance and time rates for taxi trips. Licence inspectors are able to test the soft meters for compliance and apply a seal to prevent tampering. Consistent with hard-wired meters, customers will be able to view the rate on the device throughout the trip. The benefits of the soft meter to the taxi industry is the low cost and availability of the devices, brokers can track their taxis live and taxi drivers can provide an electronic copy of a receipt if required. Administration recommends that the current bylaw be amended to allow the use of approved soft meters in taxicabs.

(b) Fare Structure

The biggest concern voiced by taxi brokers was the fare structure prescribed in the bylaw. Using the taxi cost index, the tariff of fees prescribes the maximum fare for the initial distance, incremental distance, waiting time charges and extra charges. Brokers felt that the fare structure disadvantaged their industry because TNC are permitted to set their own fares. Most believed taxi fares were below those charged by the TNC and affirmed they were not looking for an overall fare increase, instead they expressed a desire for flexibility around fare pricing. Various options were considered including allowing brokers to set their own fares, setting a flat fee for short fares, or allowing surge and discount pricing. Currently only the maximum fare amount is prescribed so discounting of fares is already available. Among the other options, no single method seemed to address the concerns.

Research into other municipalities identified a hybrid pricing model that was successfully implemented by the City of Calgary. The model has two pricing structures:

1. Street hails and dispatched trips initiated through direct contact with brokers adhered to a traditional taxi fare model that uses time and distance travelled. Allowable fees are prescribed within a tariff of fees.
2. Trips pre-arranged through a mobile application were charged based on distance. Similar to a TNC, the pre-arranged service booked through the mobile application does not need to apply the specific fees in a traditional taxi fare model.

The hybrid model proved to be the most acceptable by the taxi brokers.

Unlike a TNC, the taxi industry continues to receive trip requests through telephone or text and by street hail. When this occurs, there is no method to confirm the acceptance of a quoted fare by either the driver or the passenger and therefore a prescribed fare structure must be relied upon to ensure fare consistency and neither party is disadvantaged. When a mobile application is used, the fare is communicated electronically and accepted in advance by both parties. Introducing mobile application pricing for pre-arranged taxi services provides a benefit to both passengers and taxi drivers. Passengers appreciate the convenience and the upfront pricing takes away the fare anxiety often associated with taxi trips. Drivers are assured they will receive payment and feel they are better able to compete with TNC drivers.

In order for a taxi broker to use a mobile application for pre-arranged services, the mobile application would need to be approved by the licence inspector to ensure trip tracking and

transmission of information to the passenger is documented. Taxi brokers may need to update their systems in order to provide the mobile application, however they would not be required to provide this service. The option would be available should they choose to offer it.

Administration recommends that pre-arranged taxi services booked through a mobile application be exempt from charging the fares prescribed in section 4(1) of the fare schedule of the Bylaw.

In addition, administration recommends that in order to offer its own fares a taxi broker would need to have a mobile application capable of meeting requirements similar to those the City sets for TNCs. If the mobile application cannot meet these requirements a taxi broker could still accept trips through their mobile application but would have to charge the rates set by the City.

(c) Fees

Airport Fees:

The Taxi Bylaw, 1994 prescribes extra fees that taxis are permitted to charge. These fees include things such as a cleaning fee and a charge for use of a debit machine. The Administration is recommending that an additional airport service charge fee be permitted to be charged.

As of July 1, 2019, the Regina Airport Authority Inc. (RAA) implemented a new commercial ground transportation fees for all service providers. The fee is a pay-per-use pickup and drop off charge reflective of the size of the commercial vehicle. This move is part of the new ground transportation strategy of RAA and allows any commercial operator to conduct business at the Regina Airport. Limousine, shuttle and Vehicle for Hire operators have the ability to charge the ground transportation fee to their passengers. *The Taxi Bylaw, 1994* prohibits this fee to be collected by taxi brokers or drivers, leaving the taxi brokers and drivers to bear the cost of this fee. In order for taxi drivers and brokers to recover this cost from passengers, Administration recommends that the tariff of fees be amended to include the ability to charge an amount equivalent to the commercial ground transportation fee charged by RAA.

Transfer Fees:

A Transfer of records must be completed when a taxicab licence is transferred to a replacement vehicle, vehicle ownership changes or brokerage affiliation is updated. The associated fee for conducting the transfer is \$50 and requires licensing officers to work with Saskatchewan Government Insurance (SGI) agents for verification. The taxi industry requested that the transfer fee be eliminated. Licensing programs are intended to be cost recovery. Licensing costs would not be recovered if the fee were eliminated, however a review of the program costs identified that due to efficiency improvements with the process, the fee could be reduced to \$35 per transfer. Administration recommends that the transfer fees be reduced to \$35.

Badge Replacement Fee:

The fee review also identified that the current fee for replacement badges (\$16) does not cover the administration costs of reprinting the badges and processing the associated police incident report. Therefore, Administration is recommending that the duplicate licence fee be increased to \$25.00. This amount will allow for cost recovery and is equal to the annual licence renewal fee.

(d) Data Submission

Collection of reliable trip data is necessary for both the taxi industry and the City. Data is used to analyze trends, determine appropriate staffing and licence levels, to verify bylaw compliance and to assist with passenger and driver safety. Taxi drivers, as the operators of the taxicabs, play an important role in the collection of data. To ensure accurate data is collected, Administration recommends the following requirements be added to the driver conduct section of the bylaw:

1. Drivers must be signed into the dispatch system of the taxi brokerage at all times the taxicab is on duty;
2. Drivers shall ensure that all dispatched or non-dispatched trips are logged through the dispatch system of the brokerage.

(e) Data Retention Period

The passenger transportation industry has experienced significant change over the last decade and the evolution is expected to continue. Having accessible information becomes even more important during change. Currently taxi brokers are required to archive trip data for a minimum of six months and transportation network companies (TNC) are required under *The Vehicles for Hire Bylaw* to retain records for a minimum of one year. In order to be able to compare data between both types of transportation providers, and ensure data is available when required, Administration recommends increasing the time frame for taxi broker data retention to a minimum of one year.

(f) Vehicle Requirements

Spare Tire:

All taxicabs must meet vehicle inspections requirements prior to issuance of a taxicab licence, including that the vehicle must be equipped with a spare tire and jack. Industry members have raised concerns over this requirement as newer models of vehicles are no longer required to have a spare tire sold with the vehicle and instead are supplied with an inflatable spare tire kit. Taxi drivers have also shared that in the event they experience a flat tire, they normally do not install a spare tire themselves. Instead, the vehicle is taken to a repair shop for immediate repair or replacement. SGI also does not require a taxicab to be equipped with a spare tire and jack. Administration recommends amending the requirement to the vehicle must be equipped with a spare tire and jack or an inflatable spare tire kit with a sealant.

Vehicle Age:

The taxi industry shared their concern over the current vehicle age restriction of eight years. The cost of replacing a taxicab, especially accessible taxicabs, can be significant and difficult to obtain for some licence owners. SGI vehicle inspection regulations require that all vehicles for hire have a valid stage 2 inspection certificate completed annually by a qualified mechanic appointed by SGI. This is the same certificate a person would be required to obtain when re-certifying a total loss (“regulations require written off”) vehicle or certifying an out-of-province vehicle. The inspection is a better indication of vehicle fitness over the age of a vehicle. However, eliminating the vehicle age consideration completely may not meet the expectations of taxi users who have come to expect that a newer vehicle is used in the

service. Unlike TNCs, the City does not require taxi brokers to advise customers of the vehicle model year prior to dispatch.

Research identified that most municipalities regulate vehicle age and the average allowable age is 10 years, summarized in Table 1. The major TNCs use a self-imposed vehicle age limit of ten years. Administration recommends that the vehicle to be used as a taxicab shall be limited to 10 years.

Table 1: Vehicle Age

Municipality	Max Age Requirement
Regina	8 years
Saskatoon	7 years
Winnipeg	n/a
Edmonton	n/a
Calgary	8 years
Red Deer	13 years
Montreal	10 Years
Windsor	12 years
Ottawa	10 years

Vehicle Decals:

Taxi brokers also raised concerns that the overall vehicle decal package was over prescribed and created a higher cost to licence owners and requested they be removed or relaxed. The decal requirements are in place to ensure passengers, licence inspectors and the Regina Police Service can easily identify the vehicle as a taxicab. Identifying markers allow individuals to recognize the vehicle as an approved taxicab and provides information needed to address customer service concerns with a specific vehicle. Research identified that all municipalities prescribe some type of decal requirements which are summarized in Table 2.

Table 2: Vehicle Decal Requirements

	Regina-Proposed	Saskatoon	Winnipeg	Edmonton	Calgary	Ottawa
Top Light	Requirement	Illuminated	Illuminated	Required	Illuminated	Broker name Decal Number 50 mm
Passenger/driver Side Decal	Broker name Car number 75 mm	Broker name Vehicle Number	Broker Name Telephone number 50 mm Licence Number 100 mm	Broker Name Telephone number Vehicle number Displayed on the exterior	Broker name	Vehicle Number 100 mm
Rear Decals			N/A			

The goal of decal requirements is to ensure the public can identify the vehicle as a taxicab, the taxicab company and the vehicle identification number. Current requirements specify information that is not necessary to identify the vehicle as a taxicab. Administration

recommends that the current decal requirements are removed and replaced with the following:

1. A top light capable of illumination
2. Broker name and an identifying number assigned by the taxicab broker must be on both sides and rear of the vehicle
3. Each letter or number must be at least 75mm in height

(g) Driver Requirements

Upon implementing *The Vehicle for Hire Act*, the Province repealed a portion of *The Traffic Safety Act* requiring taxi drivers to obtain a certificate of approval from the local police service. A certificate of approval is a background check completed by police. *The Taxi Bylaw, 1994*, continues to reference the repealed *Traffic Safety Act* process and therefore it is recommended that the bylaw be amended to remove references to *The Traffic Safety Act* and replace them with a description of the review and appeal process undertaken by police.

DECISION HISTORY

There have been no previous decisions related to the recommendations.
Bylaw changes require City Council approval.

Respectfully submitted,



Dawn Schikowski, Manager Licensing & Parking Services 1/30/2020

Respectfully submitted,



Byron Werry, City Solicitor

1/30/2020

Prepared by: Dawn Schikowski, Manager Licensing & Parking Services

ATTACHMENTS

Appendix A - Taxi Bylaw Review

Appendix A
Taxi Bylaw Proposed Amendments side-by-side

Current Bylaw provision	Proposed Bylaw provision	Explanation
Definitions		
n/a	<p>Add new definition:</p> <p>“certificate of approval” means certificate of approval as described in section 3.1 of this Bylaw;</p> <p>(see also new section 3.1)</p>	<p>A certificate of approval is a review process completed by Regina Police Service when a person applies to be a driver. This term and process were previously included in <i>The Traffic Safety Act</i> and an internal RPS policy. The section of <i>The Traffic Safety Act</i> was recently repealed; therefore, the Bylaw is being amended to move that process into the Bylaw.</p>
n/a	<p>Add new definitions:</p> <p>“approved pre-arranged service” means taxi services that are exempted from the maximum fares set out in this Bylaw in accordance with sections 29.4 and 29.5 of this Bylaw;</p> <p>“mobile application” means an online enabled application, a digital platform, a software program, a website or other system or technology platform offered, used or facilitated to enable a person to obtain taxi services;</p> <p>“passenger” means a person who uses a taxi service and includes a person who</p>	<p>To allow taxis to set own fares when a trip is booked through a mobile application. The mobile application and the service must meet certain requirements as set out in section 29.4 and 29.5.</p>

Appendix A
Taxi Bylaw Proposed Amendments side-by-side

	attempts to hire a taxi for an approved pre-arranged service;	
<p>“Licence Inspector” means any person employed with the City of Regina in the following positions:</p> <p>(a) Manager, Business Support, Community Services;</p> <p>(b) Billing Co-ordinator, Community Services; and</p> <p>(c) Licensing Officer;</p>	<p>Repeal and replace with:</p> <p>“Licence Inspector” means any person employed with the City of Regina in the following positions:</p> <p>(a) Manager, Licensing & Parking Services;</p> <p>(b) Billing Co-ordinator, Licensing & Parking Services; and</p> <p>(c) Licensing Officer;</p>	Housekeeping change. Position title names have changed.
n/a	<p>Add new definition:</p> <p>“sealed” means physical or digital tamper proof mechanism applied to the taximeter by the License Inspector;</p>	Facilitates the use of a smart phone or tablet enabled meter (soft meter).
"Taximeter" means a mechanical or electronic device by which the charge for transportation in a taxicab is mechanically or electronically calculated and upon which the charge is indicated by figures.	<p>Repeal and replace with:</p> <p>"Taximeter" means a mechanical, electronic or digital device which is used to calculate and display a charge for transportation in a taxicab.</p>	Facilitates the use of a smart phone or tablet enabled meter (soft meter).
Taxicab Driver Licences		
3 (1)(e) the Chief of Police provides a valid certificate of approval respecting the new applicant pursuant to section 65 of <i>The</i>	Repeal 3 (1)(e) and 4 (2) and replace with:	A certificate of approval is a review process completed by Regina Police Service when a person applies to be a

Appendix A
Taxi Bylaw Proposed Amendments side-by-side

<p><i>Traffic Safety Act;</i></p> <p>4 (2) Notwithstanding anything contained herein, the Chief of Police shall be and is hereby authorized to carry out a review of the certificates of approval issued by him or her under section 65 of <i>The Traffic Safety Act</i> on a yearly basis as the licensees apply for a renewal of their City of Regina taxicab driver's licence, or more frequently as the Chief of Police deems necessary for the administration of his or her duties.</p> <p><i>The Traffic Safety Act</i> (repealed section) 65 (6) No person shall drive a class PT vehicle that is used for the transportation of passengers in a city and the administrator shall not issue a certificate of registration for a class PT vehicle in a city, unless there are filed with the administrator valid certificates of approval respecting that person furnished by:</p> <ul style="list-style-type: none"> (a) the clerk or administrator of the city, or any other person authorized by that city, in which the class PT vehicle is to be driven; and (b) either: (i) a peace officer who is a member of the police service or unit having responsibility for policing within the city in which the person resides; or (ii) another person who is satisfactory 	<p>3(1)(e) the Chief of Police provides a valid certificate of approval respecting the applicant.</p> <p>3.1 (1) Every taxi driver shall be required to hold a valid certificate of approval issued by the Chief of Police in accordance with the policy of the Regina Police Service.</p> <p>(2) A certificate of approval may include a full enquiry into the applicant's suitability for a taxi licence in the opinion of the Chief of Police, which may include, but is not limited to: background checks determined to be appropriate by the Chief of police, eligibility to work in Canada, circumstances of offences, involvement in criminal activity relevant to operation of a taxi and compliance with the requirements of <i>The Vehicle for Hire Act or Regulations</i>.</p> <p>(3) Any decision to deny, suspend or revoke a certificate of approval may be appealed by the applicant to the Regina Police Service Taxi and Tow License Review Board in writing in a form approved by the Chief of Police including the reasons for the appeal. The Regina Police Service Taxi and Tow Licence Review Board shall provide its decision in writing to the applicant.</p>	<p>driver. This term and process were previously included in <i>The Traffic Safety Act</i> and an internal RPS policy. The section of <i>The Traffic Safety Act</i> was recently repealed; therefore the Bylaw is being amended to move that process into the Bylaw.</p>
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Appendix A
Taxi Bylaw Proposed Amendments side-by-side

<p>to the administrator.</p> <p>(7) No certificate of approval is valid if the person who furnished the certificate, or a successor in office to that person, has subsequently filed with the administrator a certificate of withdrawal of approval.</p>	<p>(4) Notwithstanding anything contained herein, the Chief of Police is authorized to carry out a review, suspend or revoke any certificate of approval during the validity period of any taxi drivers licence. Should a certificate of approval be denied, suspended or revoked the Chief of Police shall notify the licensee and the licence inspector immediately.</p>	
<p>6(3) keep with him or her at all times while operating a taxicab a daily trip record of each trip the taxicab driver has made during that work period, which shall contain the information set out in section 21.8.1, and provide the information to the Licence Inspector respecting accessible taxicabs in the form, manner and time prescribed by the Licence Inspector.</p> <p>21.8.1 Every taxicab owner shall:</p> <p>(a) keep or cause to be kept a trip record for each taxicab showing:</p> <ul style="list-style-type: none"> (i) the current Provincial motor vehicle licence number of each taxicab; (ii) the date and time of the trip; (iii) the name and identification number of the taxicab driver; 	<p>Repeal 6 (3) and 21.8.1 and replace with:</p> <p>6 (3) keep or cause to be kept a trip record for each taxicab showing:</p> <ul style="list-style-type: none"> (i) the current Provincial motor vehicle licence number of the taxicab; (ii) the date and time of the trip; (iii) the name and identification number of the taxicab driver; (iv) the location at which each passenger is picked up and the address at which each passenger is discharged; (v) whether the taxicab is hired on an hourly or daily basis; (vi) whether the trip transports a passenger who is ambulatory or a passenger who is non-ambulatory for accessible taxicabs; and (vii) retain the records required in this 	<p>Requires a trip log for all drivers. A trip log captures information for trips that a dispatch system does not, including street hail trip information and drop off location for dispatched trips.</p>

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<p>(iv) the location at which each passenger is picked up and the address at which each passenger is discharged;</p> <p>(v) whether the taxicab is hired on an hourly or daily basis;</p> <p>(vi) whether the trip transports a passenger who is ambulatory or a passenger who is non-ambulatory for accessible taxicabs; and</p> <p>(vii) retain the records required in this section for a period of six months from the date the record was made; and</p> <p>(b) provide the records in clause (a) respecting accessible taxicabs in the form, manner and time prescribed by the Licence Inspector.</p>	<p>section for a period of one year from the date the record was made;</p> <p>and provide the trip record to the License Inspector upon request of the License Inspector.</p>	
<p>n/a</p>	<p>New requirement:</p> <p>(3.1) ensure that, within 24 hours of a trip being provided, all trips provided by the driver are recorded in the computer aided dispatch system of the Broker.</p>	<p>To ensure accurate data tracking, street hail trips need to be added by the driver.</p>
<p>n/a</p>	<p>New requirement:</p> <p>6 (3.2) not offer or provide any trips unless and until the driver is duly</p>	<p>Driver trips cannot be properly recorded when not logged in or logged in under another driver's identification.</p>

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	recorded as actively operating under the computer aided dispatch system of the broker with which the driver is associated.	
6 (5) at all times while the taxicab is in operation for the carriage of passengers for hire, but not otherwise, have the meter in a recording position, except when the taxicab is being operated on "Special Trips" as referred to in clauses 4(1)(e) and 4(2)(e) of Schedule "A" attached hereto and forming part of this Bylaw;	Repeal and replace with: 6 (5) at all times while the taxicab is in operation for the carriage of passengers for hire, but not otherwise, have the meter in a recording position, except when the taxicab is being operated for an approved pre-arranged service as defined by this bylaw or on "Special Trips" as referred to in clauses 4(1)(e) and 4(2)(e) of Schedule "A" attached hereto and forming part of this Bylaw;	For approved pre-arranged services (as defined above) a meter is not required to be used.
6 (12.1) for operators of temporary, regular or seasonal taxicabs, accept payment of fares by way of an electronic payment system or nor before April 1, 2013 and for operators of accessible taxicabs, accept payment of fares by way of an electronic payment system on or before December 1, 2014;	Repeal and replace with: 6 (12.1) accept payment of fares by way of an electronic payment system;	Housekeeping. Removes expired dates.
Temporary and Regular Taxicab Owner Licensing Requirements		
9 (e) the vehicle to be used as a taxicab under that licence meets the following vehicle age requirements:	Repeal and replace with: 9 (e) the vehicle to be used as a taxicab under that licence shall not be older than	Relaxes the 8 year maximum requirement to 10 years.

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<p>(i) as of May 1, 2016, the vehicle to be used as a taxicab shall not be 11 model years old or older;</p> <p>(ii) as of May 1, 2017, the vehicle to be used as a taxicab shall not be 10 model years old or older;</p> <p>(iii) as of May 1, 2018, the vehicle to be used as a taxicab shall not be 9 model years old or older;</p>	<p>10 model years at any time during the licence period;</p>	
<p>9 (f) as of April 1, 2013, the vehicle to be used as the taxicab under that licence is equipped at all times with an electronic payment system that is maintained in working order;</p>	<p>Repeal and replace with:</p> <p>9 (f) the vehicle to be used as the taxicab under that licence is equipped at all times with an electronic payment system that is maintained in working order;</p>	<p>Housekeeping. Removes expired dates.</p>
<p>9 (g) as of May 1, 2014 the vehicle that is to be used as the taxicab under that licence is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system; and</p>	<p>Repeal and replace with:</p> <p>9 (g) the vehicle that is to be used as the taxicab under that licence is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system; and</p>	<p>Housekeeping. Removes expired dates.</p>
<p>9 (h) as of May 1, 2015 the vehicle that is to be used as the taxicab under that licence is equipped with:</p>	<p>Repeal and replace with:</p> <p>9 (h) the vehicle that is to be used as the taxicab under that licence is equipped with:</p>	<p>Housekeeping. Removes expired dates.</p>

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<p>13 (2.1) display on the vehicle exterior at all times the following information in the following locations, in a colour that contrasts distinctly with the body colour of the vehicle with each letter or number at least 75mm in height:</p> <ul style="list-style-type: none"> (a) the name and phone number of the taxicab broker with which the taxi is affiliated on the passenger side doors, driver side doors, and rear of the vehicle; and, (b) an identifying number assigned by the taxicab broker on the passenger side fender, driver fender, and rear of the vehicle; 	<p>13 (2.1) display on the vehicle exterior at all times the following:</p> <ul style="list-style-type: none"> (a) a sign on top of the vehicle; (b) on both sides and the rear of the vehicle, the name of the taxicab broker with which the taxicab is affiliated and an identifying number assigned by the taxicab broker with which the taxicab is affiliated in numbers contrasting with the colour of the vehicle at least 75mm in height; 	<p>Removes the requirement to display a phone number on the exterior of the vehicle. Requires the decals to be installed on the side and rear, instead of specifying door and fender.</p>
<p>13 (9) ensure that the dial of the taximeter will be illuminated adequately at all times when the taxicab is under hire;</p>	<p>Repeal and replace with:</p> <p>13 (9) ensure that the dial of the taximeter will be illuminated adequately at all times when the taxicab is under hire except when providing an approved pre-arranged service as defined by this bylaw or on "Special Trips" as referred to in clauses 4(1)(e) and 4(2)(e) of Schedule "A" of this Bylaw;</p>	<p>For approved pre-arranged services (as defined above) a meter is not required to be used.</p> <p>Special Services – housekeeping change. These are out of town trips and were never required to use a meter.</p>
<p>13 (11) as of May 1, 2014 ensure that the vehicle that is used as the taxicab is equipped at all times with a global positioning system and mobile data terminal technology that is able to</p>	<p>Repeal and replace with:</p> <p>13 (11) ensure that the vehicle that is used as the taxicab is equipped at all times with a global positioning system</p>	<p>Housekeeping. Remove expired dates.</p>

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receive taxi dispatches from a computer aided dispatch system.	and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system;	
13 (12) as of May 1, 2015 ensure that the vehicle that is used as the taxicab is equipped at all times with:	13 (12) ensure that the vehicle that is used as the taxicab is equipped at all times with:	Housekeeping. Remove expired dates.
Seasonal Taxicab Owner's Licenses		
15 (e) the vehicle to be used as a taxicab under that licence meets the following vehicle age requirements: (i) as of May 1, 2016, the vehicle to be used as a taxicab shall not be 11 model years old or older; (ii) as of May 1, 2017, the vehicle to be used as a taxicab shall not be 10 model years old or older; (iii) as of May 1, 2018, the vehicle to be used as a taxicab shall not be 9 model years old or older;	Repeal and replace with: 15 (e) the vehicle to be used as a taxicab under that license shall not be older than 10 model years at any time during the licence period;	Relaxes the 8 year maximum requirement to 10 years.
15 (g) as of May 1, 2014 the vehicle that is to be used as the taxicab under that licence is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system; and	Repeal and replace with: 15 (g) ensure that the vehicle that is to be used as the taxicab under that licence is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system; and	Housekeeping. Removes expired dates.

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<p>15 (h) as of May 1, 2015 the vehicle that is to be used as the taxicab under that licence is equipped with:</p>	<p>Repeal and replace with:</p> <p>15 (h) ensure that the vehicle that is to be used as the taxicab under that licence is equipped with:</p>	<p>Housekeeping. Removes expired dates.</p>
<p>19 (2.1) display on the vehicle exterior at all times the following information in the following locations, in a colour that contrasts distinctly with the body colour of the vehicle with each letter or number at least 75mm in height:</p> <ul style="list-style-type: none"> (a) the name and phone number of the taxicab broker with which the taxi is affiliated on the passenger side doors, driver side doors, and rear of the vehicle; and, (b) an identifying number assigned by the taxicab broker on the passenger side fender, driver fender, and rear of the vehicle; 	<p>Repeal and replace with:</p> <p>19 (2.1) display on the vehicle exterior at all times, the following:</p> <ul style="list-style-type: none"> (a) a sign on top of the vehicle; (b) on both sides and the rear of the vehicle, the name of the taxicab broker with which the taxicab is affiliated and an identifying number assigned by the taxicab broker with which the taxicab is affiliated in numbers contrasting with the colour of the vehicle at least 75mm in height; 	<p>Removes the requirement to display a phone number of the exterior of the vehicle. Requires the decals to be installed on the side and rear, instead of specifying door and fender.</p>
<p>19 (9) ensure that the dial of the taximeter will be illuminated adequately at all times when the taxicab is under hire;</p>	<p>Repeal and replace with:</p> <p>19 (9) ensure that the dial of the taximeter will be illuminated adequately at all times when the taxicab is under hire except when providing a pre-arranged service as defined by this Bylaw or on "Special Trips" as referred to in clauses 4(1)(e) and 4(2)(e) of Schedule "A" of this Bylaw;</p>	<p>For approved pre-arranged services (as defined above) a meter is not required to be used.</p> <p>Special Services – housekeeping change. These are out of town trips and were never required to use a meter.</p>

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<p>19 (11) as of May 1, 2014 ensure that the vehicle that is used as the taxicab is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system.</p>	<p>Repeal and replace with:</p> <p>19 (11) ensure that the vehicle that is used as the taxicab is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system.</p>	<p>Housekeeping. Removes expired dates.</p>
<p>19 (12) as of May 1, 2015 ensure that the vehicle that is used as the taxicab is equipped at all times with:</p>	<p>Repeal and replace with:</p> <p>19 (12) ensure that the vehicle that is used as the taxicab is equipped at all times with:</p>	<p>Housekeeping. Removes expired dates.</p>
Accessible Taxicab Owner's Licenses		
<p>21.6 (g) the vehicle to be used as a taxicab under that licence meets the following vehicle age requirements:</p> <ul style="list-style-type: none"> (i) as of May 1, 2016, the vehicle to be used as a taxicab shall not be 11 model years old or older; (ii) as of May 1, 2017, the vehicle to be used as a taxicab shall not be 10 model years old or older; (iii) as of May 1, 2018, the vehicle to be used as a taxicab shall not be 9 model years old or older; 	<p>Repeal and replace with:</p> <p>21.6 (g) the vehicle to be used as a taxicab under that licence shall not be more than 10 model years old at any time during the licence period;</p>	<p>Relaxes the 8 year maximum requirement to 10 years.</p>
<p>21.6 (h) as of December 1, 2014, the vehicle to be used as the taxicab under that licence is equipped at all times with</p>	<p>Repeal and replace with:</p> <p>21.6 (h) the vehicle to be used as the taxicab under that licence is equipped at all times with an electronic payment</p>	<p>Housekeeping. Removes expired dates.</p>

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<p>an electronic payment system that is maintained in working order;</p>	<p>system that is maintained in working order;</p>	
<p>21.6 (i) as of December 1, 2015, the vehicle that is to be used as the taxicab under that licence is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system;</p>	<p>21.6 (i) the vehicle that is to be used as the taxicab under that licence is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system;</p>	<p>Housekeeping. Removes expired dates.</p>
<p>21.6 (j) as of December 1, 2016, the vehicle that is to be used as the taxicab under that licence is equipped with:</p>	<p>Repeal and replace with: 21.6 (j) the vehicle that is to be used as the taxicab under that licence is equipped with:</p>	<p>Housekeeping. Removes expired dates.</p>
<p>21.6 (2) The accessible taxicabs listed in Schedule “C” to this Bylaw are exempted from the requirements in clause 21.6(1)(e) as long as the following conditions are met: (a) these taxicabs meet all other requirements for accessible taxicabs as set out in this Bylaw; and (b) these taxicabs meet the requirements for mobility, aid, location and securement as required in the CSA D409-02, as amended, and that such requirements for mobility, aid</p>	<p>Repeal</p>	<p>Housekeeping. Only one vehicle remained in schedule C and it is no longer in use. Therefore, this section and table are no longer needed to provide for an exemption for this one vehicle.</p>

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<p>location and securement are verified by the applicant's retrofitter.</p> <p>(3) The accessible taxicabs listed in Schedule "C" to this Bylaw are deemed to meet the requirements for mobility, aid, location and securement as required in the CSA D409-02, as amended.</p>		
<p>21.8 (2.01) display on the vehicle exterior at all times the following information in the following locations, in a colour that contrasts distinctly with the body colour of the vehicle with each letter or number at least 75mm in height:</p> <ul style="list-style-type: none"> (a) the name and phone number of the taxicab broker with which the taxi is affiliated on the passenger side doors, driver side doors, and rear of the vehicle; and, (b) as identifying number assigned by the taxicab broker on the passenger side fender, driver fender, and rear of the vehicle; 	<p>Repeal and replace:</p> <p>21.8 (2.01) display on the vehicle exterior at all times the following information:</p> <ul style="list-style-type: none"> (a) a sign on top of the vehicle; (b) on both sides and the rear of the vehicle, the name of the taxicab broker with which the taxicab is affiliated and an identifying number assigned by the taxicab broker with which the taxicab is affiliated in numbers contrasting with the colour of the vehicle at least 75mm in height; 	<p>Removes the requirement to display a phone number of the exterior of the vehicle. Requires the decals to be installed on the side and rear, instead of specifying door and fender.</p>
<p>21.8 (8) ensure that the dial of the taxi meter will be illuminated adequately at all times when the taxicab is under hire;</p>	<p>Repeal and replace with:</p> <p>21.8 (8) ensure that the dial of the taxi meter will be illuminated adequately at all times when the taxicab is under hire except when providing an approved pre-</p>	<p>For approved pre-arranged services (as defined above) a meter is not required to be used.</p>

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	arranged service as defined by this Bylaw or on "Special Trips" as referred to in clauses 4(1)(e) and 4(2)(e) of Schedule "A" of this Bylaw;	Special Services – housekeeping change. These are out of town trips and were never required to use a meter.
21.8 (8.1) as of December 1, 2014, ensure that the vehicle that is used as the taxicab is equipped at all times with an electronic payment system that is maintained in working order;	Repeal and replace with: 21.8 (8.1) ensure that the vehicle that is used as the taxicab is equipped at all times with an electronic payment system that is maintained in working order;	Housekeeping. Removes expired dates.
21.8 (8.2) as of December 1, 2015, ensure that the vehicle that is used as the taxicab is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system;	21.8 (8.2) ensure that the vehicle that is used as the taxicab is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system;	Housekeeping. Removes expired dates.
21.8 (8.3) as of December 1, 2016, ensure that the vehicle that is used as the taxicab is equipped at all times with:	Repeal and replace with: 21.8 (8.3) ensure that the vehicle that is used as the taxicab is equipped at all times with:	Housekeeping. Removes expired dates.
21.8.1 Every taxicab owner shall: (a) keep or cause to be kept a trip record for each taxicab showing: (i) the current Provincial motor	Repeal. This section is moved to driver requirements.	Removes requirement from owner. This section is now contained within driver requirements. A trip log captures information for trips that a dispatch

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<p>vehicle licence number of each taxicab;</p> <p>(ii) the date and time of the trip;</p> <p>(iii) the name and identification number of the taxicab driver;</p> <p>(iv) the location at which each passenger is picked up and the address at which each passenger is discharged;</p> <p>(v) whether the taxicab is hired on an hourly or daily basis;</p> <p>(vi) whether the trip transports a passenger who is ambulatory or a passenger who is non-ambulatory for accessible taxicabs; and</p> <p>(vii) retain the records required in this section for a period of six months from the date the record was made; and</p> <p>(b) provide the records in clause (a) respecting accessible taxicabs in the form, manner and time prescribed by the Licence Inspector.</p>		<p>system does not, including street hail trip information and drop off location for dispatched trips.</p>
<p>Taxicab Brokers Licenses</p>		
<p>22 (c) the applicant provides evidence satisfactory to the Licence Inspector that the brokerage is equipped with computer aided dispatch technology by:</p> <p>(i) May 1, 2014, for brokerages affiliated with any temporary or regular</p>	<p>Repeal and replace with:</p> <p>22 (c) the applicant provides evidence satisfactory to the Licence Inspector that the brokerage is equipped with computer aided dispatch technology.</p>	<p>Housekeeping. Removes expired dates.</p>

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<p>taxicabs; and December 1, 2015, for brokerages affiliated with only accessible taxicabs and no other types of taxicab;</p>		
<p>22 (d) the applicant provides evidence satisfactory to the Licence inspector that all taxicabs affiliated with that brokerage are equipped with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system by: (i) May 1, 2014 for seasonal, temporary or regular taxicabs; and (ii) December 1, 2015 for accessible taxicabs.</p>	<p>Repeal and replace with: 22 (d) the applicant provides evidence satisfactory to the Licence inspector that all taxicabs affiliated with that brokerage are equipped with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system.</p>	<p>Housekeeping. Removes expired dates.</p>
<p>24.2 (1) As of May 1, 2014, each licenced taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating under regular, temporary and seasonal taxicab owner’s licences that are affiliated with that broker;</p>	<p>Repeal and replace with: 24.2 (1) Each licenced taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating under regular, temporary and seasonal taxicab owner’s licences that are affiliated with that broker;</p>	<p>Housekeeping. Removes expired dates.</p>
<p>24.2 (2) As of December 1, 2015 each licenced taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating under accessible taxicab owner’s licences that are affiliated with that broker; and</p>	<p>Repeal and replace with: 24.2 (2) Each licenced taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating</p>	<p>Housekeeping. Removes expired dates.</p>

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	under accessible taxicab owner’s licences that are affiliated with that broker; and	
24.2 (3) The computer-aided dispatch system must be capable of recording in an electronic format the information required to be provided to the City pursuant to section 24.3 and must be archived in a form approved by the Licence Inspector for a minimum of six months after the date the data is recorded.	Repeal and replace with: 24.2 (3) The computer-aided dispatch system must be capable of recording in an electronic format the information required to be provided to the City pursuant to section 24.3 and must be archived in a form approved by the Licence Inspector for a minimum of one year after the date the data is recorded.	Increases data retention requirement from six months to one year.
n/a	Add the following clause to section 24.2.1(a) regarding recording of trip data: ix. whether or not the trip was an approved pre-arranged service and if so, whether payment was processed through the mobile application or made to the driver;	Adds an additional requirement to the data requirements in the Bylaw. A taxi broker will be required to track its approved pre-arranged trips where they charge their own rates separately from their trips charged at City rates. Unlike Vehicles for Hire services a passenger will not be required to pay for the service through the mobile application. In order to ensure that it is clear to drivers and customers when payment has been made through the application the City will require a record to be kept of whether payment was made through the application or in person.
General		

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<p>25.1 (3) Subsection (2) does not limit the Chief of Police from refusing to issue or withdrawing a certificate of approval required pursuant to this Bylaw and <i>The Traffic Safety Act</i>.</p>	<p>Repeal and replace with:</p> <p>25.1 (3) Subsection (2) does not limit the Chief of Police from refusing to issue or withdrawing a certificate of approval required pursuant to this Bylaw.</p>	<p>Housekeeping. Removes reference to <i>The Traffic Safety Act</i> as certificates of approval will now be fully addressed in the Bylaw.</p>
<p>26 (2) The Licence Inspector shall revoke or refuse to issue or renew any licence pursuant to this Bylaw if:</p> <p>(a) a certificate of approval is required and the Chief of Police refuses to issue a certificate of approval for the applicant or licensee pursuant to <i>The Traffic Safety Act</i> or withdraws the certificate of approval associated with that licence pursuant to <i>The Traffic Safety Act</i>;</p>	<p>Repeal and replace with:</p> <p>26 (2) The Licence Inspector shall revoke or refuse to issue or renew any licence pursuant to this Bylaw if:</p> <p>(a) a certificate of approval is required and the Chief of Police denies, suspends or revokes the certificate of approval for the applicant or licensee;</p>	<p>Housekeeping. Removes reference to <i>The Traffic Safety Act</i> as certificates of approval will now be fully addressed in the Bylaw.</p>
<p>26 (9) A person may not appeal a refusal to issue or renew a licence or a revocation of a licence where the reason for the refusal, or revocation is any of the following:</p> <p>(a) the Chief of Police refuses to issue or withdraws the person's certificate of approval pursuant to section 65 of <i>The Traffic Safety Act</i>; or</p>	<p>Repeal and replace with:</p> <p>26 (9) A person may not appeal a refusal to issue or renew a licence or a revocation of a licence where the reason for the refusal, or revocation is any of the following:</p> <p>(a) the Chief of Police denies, suspends or revokes the person's certificate of approval; or</p>	<p>Housekeeping. Removes reference to <i>The Traffic Safety Act</i> as certificates of approval will now be fully addressed in the Bylaw.</p> <p>Appeals for the removal of a certificate of approval are made to the Regina Police Service pursuant to section 3.1 (new - above).</p>

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<p>29 (1) Subject to section 29.1, no owner or driver shall charge or demand a fee any more than the amount calculated in accordance with the Tariff of Fees as set in Schedule "A" attached hereto.</p>	<p>Repeal and replace with:</p> <p>29 (1) Subject to sections 29.1, 29..2, 29.3 29.4 and 29.5 no broker owner or driver shall charge or demand a fee any more than the amount calculated in accordance with the Tariff of Fees as set in Schedule "A" attached hereto.</p>	<p>Adds further exemptions from the Tariff of Fees to accommodate taxi brokers setting their own rates for trips booked through an approved mobile application.</p> <p>See also sections 29.2, 29.4 and 29.5.</p>
<p>n/a</p>	<p>New section:</p> <p>29.3 Where a taxicab driver, owner or broker is charged a transportation fee per trip by the Regina Airport Authority for passenger pick-up or drop-off at the airport, the taxicab license owner or taxicab driver may add a fee equal to or less than the fee charged by the Regina Airport Authority to the total fare paid.</p>	<p>The Regina Airport Authority has instituted a charge for all pick ups and drop offs at the airport. This amendment allows taxi drivers to pass that charge on to their customers.</p>
<p>n/a</p>	<p>New sections:</p> <p>29.4 (1) A taxicab broker may provide pre-arranged trips at fares other than the maximum charges set out in section 4(1) of the Tariff of Fees provided that the taxi broker:</p> <ul style="list-style-type: none"> (a) submits an application to the licence inspector for approval, in the form prescribed by the licence inspector; (b) provides evidence satisfactory to the licence inspector that the 	<p>Allows taxi brokers to charge fares set by the broker and not by the City if the broker and its mobile application obtain approval from the City and meet certain requirements.</p>

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	<p>taxicab broker uses a mobile application that meets the requirements of this Bylaw;</p> <p>(c) is approved by the license inspector for the provision of pre-arranged trips and that approval is not subsequently suspended or revoked; and</p> <p>(d) uses its mobile application to dispatch and accept requests for the trip in accordance with all of the requirements of section 29.5.</p> <p>(2) Notwithstanding subsection (1) the licence inspector may suspend or revoke any approval granted pursuant to subsection (1) should it be determined by the licence inspector that the taxicab broker failed to comply with any of the requirements of this section in the provision of pre-arranged trips or if the mobile application does not meet the requirements of this Bylaw.</p> <p>29.5 Every taxi broker providing approved pre-arranged service shall:</p> <p>(a) provide the following information to a passenger, through its mobile application, in a clear and unambiguous manner at the time of the passengers request for a trip and</p>	
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	<p>prior to initiation of the trip:</p> <ul style="list-style-type: none"> i. the applicable rate to be charged for the trip, including how the rate is calculated; ii. any extra charges as permitted by subsection 4(2) of the Tariff of Fees, variable or surge pricing for the trip; iii. an estimate of the total cost of the trip; iv. estimated time of pick-up; v. the vehicle number assigned to the taxicab; <p>(b) Provide real-time GPS tracking visible to the passenger showing the location of the vehicle while on route to pick up the passenger and for the duration of the trip;</p> <p>(c) At the conclusion of the trip, immediately provide to the customer a receipt, which may be provided electronically, containing:</p> <ul style="list-style-type: none"> i. The total amount paid; ii. The date, time and duration of the taxi service; iii. The pick-up and drop-off locations; iv. The taxi badge number of the driver; v. The vehicle number of the taxi cab; vi. The name of the taxicab broker; 	
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	<p>(d) Provide a mechanism, through the mobile application, to submit feedback regarding the taxi service to the taxicab broker;</p> <p>(e) The taxicab broker must have a written privacy policy regarding the collection of personal information through its mobile application, must provide instructions of how to obtain a copy of its privacy policy or a link to its privacy policy in a location accessible to passengers using the mobile application and shall provide a copy of its privacy policy to any person upon request;</p> <p>(f) Include a process by which a passenger accepts or refuses the taxi service prior to the trip being initiated and keep a record of such acceptance or refusal;</p> <p>(g) Any calculations relating to distance, time or cost shall be accurate and completed in a manner so as not to be misleading or deceptive;</p> <p>(h) No charges other than those disclosed pursuant to this section may be charged to the passenger for the taxi services requested by the passenger;</p>	
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	(i) Payment for pre-arranged services may be made through a secure payment mechanism facilitated by the mobile application or to the driver of the taxicab.	
Schedule A License Fees		
Duplicate Licence \$16 Transfer Fee \$50	Amend fees: Duplicate License \$25 Transfer Fee \$35	Fee updates to better reflect cost recovery.
Schedule A Tariff of Fees		
4 (1) Every person operating any class of taxicab shall charge or collect only the following:	4 (1) Every person operating any class of taxicab shall charge or collect no more than the following:	Clarifies that the fees in the tariff are maximum fees.
4 (1) (f) cleaning fee where passenger soils vehicle by vomit or bodily fluid up to \$100	Move existing section to 4(2): 4 (2) (g) cleaning fee where passenger soils vehicle by vomit or bodily fluid up to \$100	Housekeeping. Moves this section from 4(1) to 4(2).
n/a	Add new charge: 4 (2) (f) a fee equal to the amount per trip charged to the taxi driver by the Regina Airport Authority for any trips originating or terminating at the Regina Airport.	The Regina Airport Authority has instituted a charge for all pick ups and drop offs at the airport. This amendment allows taxi drivers to pass that charge on to their customers.
Schedule B Vehicle Requirements		
1 (c) except where exempted by Saskatchewan Government Insurance, the	Repeal and replace:	Allows the use of an inflatable spare tire as many new vehicles do not come with full spare tire.

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<p>vehicle must be equipped with a spare tire and jack that is ready for use;</p>	<p>1 (c) except where exempted by Saskatchewan Government Insurance, the vehicle must be equipped with either: a spare tire and jack that is ready for use or an inflatable spare tire kit with sealant;</p>	
<p>Schedule C Accessible Taxi Vehicles exempt from certain requirements</p>		
<p>Schedule C</p>	<p>Repeal</p>	<p>Housekeeping. Only one vehicle remained in schedule C and it is no longer in use. Therefore this section and table are no longer needed to provide for an exemption for this one vehicle.</p>