

VEHICLE FOR HIRE INDUSTRY ADVISORY GROUP

Meeting Date: **December 8, 2014**

1. Executive Committee Report

On the September 2, 2014 Executive Committee meeting, the mayor made an inquiry for administration to look at third party taxi apps in Canada.

On the November 13 Industry Advisory Group meeting, the IAG requested to discuss other ways of improving taxi service beyond the use of an app.

a. Release a closed number of night plates. The taxi can only work specified night hours and must work Friday and Saturday nights. This would assist with the late night bar rush. **In general, the IAG supported this option.**

b. Release night plates with no cap. Retain the closed system whereby the daytime hours are served by a closed system and the night time (restricted hours) is an open system. The issue is with the night time. **This was not discussed at the IAG as it was developed after the meeting.**

c. Release winter plates. The taxi can only work specified months. Extreme temperatures make winter the time when it is most important to get a taxi quickly. **The IAG had very few comments on this option.**

d. Release accessible taxi plates. This would assist in providing service to those passengers needing this service. **There was much discussion by the IAG around this option primarily centering around the lack of service and something needing to be done by administration to monitor the taxis.**

e. Release regular plates. The argument against this option is that there is not enough work during the day and the prevalent issue is service at night. **There was not**

much discussion around this option, however, in general, the IAG does recognize a lack of taxis in Edmonton.

f. Allow for drivers and taxis from nearby jurisdictions to be licensed by the City for the express purpose of picking up passengers in Edmonton to return to their home jurisdiction. This offers a regional solution. **The IAG had mixed support for this option.**

g. Open system by removing the cap on taxi licence plates. The drivers and vehicles would still be licensed by the City and all regulation requirements would be retained. **The IAG does not support this option, however there was argument presented that the market should be allowed to operate freely.**

h. Calgary is looking at encouraging executive car services by reducing the minimum fare and setting a lower pre-booking time span. **This was not discussed by the IAG.**

i. Ride Share Services, which is essentially a modified shuttle service whereby a larger vehicle (for example, a van) picks up several passengers at different locations and drops them off where requested. **This was suggested by a member of the IAG followed by a small discussion.**

The next meeting is scheduled for February 4, 2015.

NOTE: The Vehicle for Hire Industry Advisory Group is a cooperative group of members from the taxi and limousine industry working together to provide a forum where issues related to the vehicle for hire industry are brought forward, reviewed and discussed. The Vehicle for Hire Industry Group does not have any power to govern the industry. The members do not represent any interest group in the industry. Members bring their knowledge and experience to the IAG to provide advice to the vehicle for hire administration. Before any changes are made to the

Vehicle for Hire Bylaw, industry members and the public will have an opportunity to comment.