

# **Licensing of Private Transportation Companies (PTCs)**

**General Committee  
May 6, 2019**

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# 1. Regulatory Objectives

- To implement a regulatory framework for the licensing of PTCs in Markham;
- To harmonize the licensing regulations for taxicabs, limousines & PTCs;
- To build upon the work done by other jurisdictions to create efficiencies & reduce costs associated with licensing; &
- To implement a fully cost recoverable fee model.

## 2. What is Being Proposed?

- The implementation of a City of Markham licensing platform for PTCs & their operators;
- Significant amendments to the Taxicab & Limousine By-laws to lessen the licensing burden; &
- The harmonization of the requirements in all three sectors to ensure fair & equal treatment of participants while respecting the different service models that co-exist.

### 3. Why is it Being Proposed?

- The City is not currently regulating PTCs – PTCs are actively operating in Markham;
- Licensing revenue generated by the taxicab & limousines sectors currently pays the administration & enforcement costs of all three of the ground transportation sectors; &
- The introduction of PTCs has created a significant shift in the provision of ground transportation services which has greatly affected the taxicab & limousine sectors.

## 4. Current & Proposed States

- Taxi Companies
- Limousines
- Private Transportation Companies



# 1. Taxicabs (*Licensed*)

## Current State

### Industry Size

- 192 Taxicabs
- 140 Standard Taxicabs (35 plates in the Office and not being operated)
- 52 Airport plated Taxicabs
- 6 Taxicab Brokers
- 398 Taxicab Drivers

### Accessible Taxicabs

- Currently there are no Accessible Taxicabs Licensed in the City

### Service Model

- Vehicle dispatched and are able to use cabstands and accept street hails
- Standard Sedans and Minivans being used
- Metered based tariff
- Tariff set by the City

### Taxicab Owner Requirements

- Insurance
- Mechanical inspection
- Criminal Check
- Driving Check
- Annual Inspection
- Licence Fee

### Taxicab Driver Requirements

- Criminal Check
- Driving Check
- Licence Fee

### Challenges

- Competing with unregulated competitors like Uber and other unlicensed taxis that are not compelled to obtain the proper insurance, inspections and reports as well as not being required to pay licence fees



## Proposed State

### Continue to License:

- ✓ Taxicabs Owners (standard and airport taxicabs)
- ✓ Taxicab Brokers
- ✓ Taxicab Drivers

### PROPOSED REGULATIONS:

#### Accessible Taxicabs

- ✓ All new Taxicab Owner Licences issued have to go on an Accessible Taxicab for the first 4 years after which it can be transferred to a standard taxicab
- ✓ Any Accessible Taxicab licensed by another municipality can pick up in Markham

#### Service Model

- ✓ Removal of the cap on Taxicab Owner Licences
- ✓ Open the issuance of Taxicab Owner Licences to any Taxicab driver with 5 years taxi driving experience
- ✓ New Taxicab Owner Licences must be Accessible for the first 4 years
- ✓ Tariff to be set by the taxicab company and must be filed with the City
- ✓ Vehicles age extended from 7 to 10 years

#### Taxicab Owner

- ✓ Elimination of the Vehicle Age Extension Fee
- ✓ Elimination of meters in Airport Taxicabs
- ✓ A Taxicab Owner licensed in another municipality can pick up in Markham provided they pay the City's Taxicab Owner Licence fee

#### Taxicab Driver

- ✓ Elimination of the Training requirement by the City
- ✓ A Taxicab Driver licensed in another municipality can pick up in Markham provided they pay the City's Taxicab Owner Licence fee



## 2. Limousines (*Licensed*)

### Current State

#### Industry Size

- 8 Limousines
- 15 Limousine Drivers

#### Service Model

- Pre-arranged trip only
- Limousines cannot sit on a cabstand or pick up street hails
- Flat rate based on time and distance
- Tariff not set by the City
- Higher end vehicles being used

#### Limousine Owner Requirements

- Insurance
- Mechanical inspection
- Criminal Check
- Driving Check
- Annual Inspection
- Licence Fee

#### Limousine Driver Requirements

- Criminal Check
- Driving Check
- Licence Fee

#### Challenges

- Competing with unregulated competitors like Uber and other unlicensed limousines that are not compelled to obtain the proper insurance, inspections and reports as well as not being required to pay licence fees
- The impending closure of the Buttonville Airport has seen the demand for limousine drop dramatically



### Proposed State

#### Continue to License:

- ✓ Limousines Owners
- ✓ Limousine Drivers

#### PROPOSED REGULATIONS:

##### Service Model

- ✓ Limousine Owner/Company to set tariff and file with the City of Markham
- ✓ Permit the leasing of the Limousine Owner plate

##### Limousine Owner

- ✓ Adjust the Limousine Owner licence fee to bring it in line with our comparable municipalities
- ✓ A Limousine Owner licensed in another municipality can pick up in Markham provided they pay the City's Limousine Owner Licence fee

##### Limousine Driver

- ✓ A Limousine Driver licensed in another municipality can pick up in Markham provided they pay the City's Limousine Driver Licence fee

## 3. Private Transportation Companies - PTC's (Unlicensed at this time)

### Current State

#### Industry Size

- 2 Companies or Platforms (Uber and Lyft)
- Approximately 1 million trips in Markham annually

#### Service Model

- Pre-arranged trips only
- PTC's cannot sit on a cabstand or pick up street hails
- Flat rate based on time and distance
- Variety of vehicles being used from standard sedans to higher end vehicles

#### Owner and Driver Requirements

- There are currently no requirements for either the owner/platform or the drivers



### Proposed State

#### Implement Licensing for:

- ✓ Private Transportation Companies/Platforms
- ✓ Private Transportation Companies Drivers/Operators

#### Service Model

- ✓ Pre-arranged trips only
- ✓ PTC's cannot sit on a cabstand or pick up street hails
- ✓ Flat rate based on time and distance
- ✓ Rates must be filed with the City
- ✓ Variety of vehicles being used from standard sedans to higher end vehicles

#### PROPOSED REGULATIONS:

##### Transportation Company Requirements

- ✓ Insurance
- ✓ Mechanical inspections
- ✓ Criminal Check
- ✓ Annual Inspection
- ✓ Licence Fee
  - Annual Fee
  - 11 cents per ride fee
- ✓ Data sharing requirements on trips and drivers

##### Taxicab Driver Requirements

- ✓ Criminal Check
- ✓ Driving Check

## 5. Jurisdictional Scan

- A number of municipalities in the GTHA have implemented licensing for PTCs & their drivers/owners:

Municipality	Implemented	Companies	Drivers/Operators
Toronto	July 2016	√	√
Mississauga	July 2017	√	√
Vaughan	September 2017	√	√
Hamilton	September 2018	√	√

## 6. Licensing Platforms in Other Municipalities

- Staff have canvassed a number of municipalities in the development of the recommendations in this report including the City of Vaughan & Town of Richmond Hill;
- The result was an agreement in principle (subject to Council approval) between Markham, Vaughan & Richmond Hill for a consistent approach to the licensing of PTCs in southern York Region which recognizes the existing licensing platform of PTC drivers/operators in the City of Toronto;

## 6. Licensing Platforms in Other Municipalities (Cont'd)

- Similar to Vaughan, Markham will rely upon the existing checks & balances in Toronto's licensing platform - this means not requiring PTC operators to navigate through a separate, additional licensing process in Markham.

## 7. Proposed PTC By-law

Below are a number of the regulations to be included in the proposed By-law:

- Annual criminal records & driving records checks;
- Annual vehicle inspections;
- Commercial insurance;
- Vehicle age restricted to 10 years or newer;
- Requirement to have an approved, highly visible decal;

## 7. Proposed PTC By-law (Cont'd)

- Rates to be set by licensee & must be filed with the City;
- Pre-arranged pick up through online application (app) or website only;
- Data sharing requirements on trips & drivers;
- Recognition of other jurisdictions' licensing platforms (all PTC drivers in the GTHA are automatically licensed in Markham & no fee is paid).

## 8. Proposed Taxicab & Limousine Amendments

Below are a number of the amendments to be included in the proposed By-law:

- Elimination of the cap on the number of taxicab plates issued by the City;
- Open issuance of taxicab plates;
- Opening of the municipal borders to permit any licensed accessible taxicab to pick up in Markham;
- Elimination of the tariff/rate set by the City;



## 8. Proposed Taxicab & Limousine Amendments (Cont'd)

- Elimination of the requirement for taxicab meters in airport taxicabs;
- Reciprocal licensing of recognized jurisdictions;
- Shift the responsibility from the City to taxicab brokerages & limousine companies to collect & hold the background checks & vehicle inspection reports for their drivers & vehicles.

## 9. Recommendations

1. That the proposed By-law amendments to regulate Private Transportation Companies (PTCs) (**Schedule 8 attached as Appendix “A”**) be adopted; &
2. That the attached proposed by-law to amend the Taxicab Schedule (**Schedule 6 attached as Appendix “D”**) of the Mobile Licensing By-law 2012-92 be adopted; & further,

## 9. Recommendations (Cont'd)

3. That the attached proposed by-law to amend the Limousine Schedule **(Schedule 4 attached as Appendix “D”)** of the Mobile Licensing By-law 2012-92 be adopted; & further,
4. That Staff be authorized & directed to do all things necessary to give effect to this resolution.