

To: Safety and Facilities Services Committee

From: Adam Grant, Commissioner,  
Safety and Facilities Services

Report Number: SF-24-08

Date of Report: March 13, 2024

Date of Meeting: March 18, 2024

Subject: Technical Amendments to Vehicle-for-Hire By-law 31-2022

Ward: All Wards

File: 03-05

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## 1.0 Purpose

The purpose of this report is to present technical amendments to the City's [Vehicle-for-Hire By-law 31-2022, as amended](#) ("V.F.H. By-law") for Council's consideration.

**Attachment 1** is a benchmarking summary of vehicle age standards for comparator municipalities.

## 2.0 Recommendation

That the Safety and Facilities Services Committee recommend to City Council:

1. That Council approve by-laws in final form and content acceptable to Legal Services and the Commissioner, Safety and Facilities Services Department to further amend the Vehicle-for-Hire By-law 31-2022, as amended, and the General Fees and Charges By-law 13-2003, as amended to implement technical amendments and to establish additional licensing fees to further encourage the delivery of accessible taxicab services as generally outlined Section 5.2 of Report SF-24-08, "Technical Amendments to Vehicle-for-Hire By-law 31-2022" dated March 13, 2024; and,
2. That staff be directed to report back on additional licensing measures to incentivize the Vehicle-for-Hire industry in attempts to increase the supply of wheelchair accessible services, including a Reciprocal Licensing Arrangement with Durham Region lower-tier municipalities.

## 3.0 Executive Summary

Not applicable.

## **4.0 Input From Other Sources**

The following City branches and external stakeholders were consulted as part of this review:

- Legal Services
- Accessibility Coordinator, Innovation and Transformation Services
- Durham Municipal Insurance Pool
- BlueLine Taxi Services
- City-Wide Taxi Services
- Licensed Taxicab Owners
- Accessibility Coordinator, Region of Durham
- Municipalities: Ajax, Clarington, Pickering, Whitby
- Statistics Canada

As part of this review, staff conducted analysis on similar taxicab licensing by-laws from the following municipal comparators:

- Ajax
- Brampton
- Clarington
- Hamilton
- London
- Niagara Region
- Ottawa
- Peterborough
- Pickering
- Toronto
- Whitby
- Windsor

## **5.0 Analysis**

### **5.1 Background**

Staff regularly review by-laws to ensure they remain current, effective and efficient. This report presents technical amendments to the V.F.H. By-law, which was adopted March 28, 2022, and establishes standards for Vehicle-for-Hire (“V.F.H.”) drivers, brokers, and Taxicab Owners, Limousines, Designated Drivers, and Transportation Network Companies (“T.N.C.”) (e.g. Uber and Lyft). The V.F.H. By-law also regulates the number of Taxicab Plates that are issued by the City as well as how they can be used and transferred.

Staff have identified a number of technical amendments that will improve the effectiveness of the V.F.H. By-law as well as program enhancement as a result of feedback received from the Taxicab Industry including:

- Permitting the leasing of taxicab plates as per the request of the Taxicab Industry;
- Increasing the Taxicab Tariff Rates pursuant to processes established in the V.F.H. By-law;
- Introducing additional measures to incentivize the V.F.H. Industry’s delivery of wheelchair accessible services; and,
- Updating V.F.H. insurance requirements, hearings fees, and implementing other technical amendments.

The purpose of this report is to present the aforementioned proposed technical amendments to the V.F.H. By-law for consideration and recommends the further examination of measures that would incentivize the supply of wheelchair accessible services by the V.F.H. Industry.

## **5.2 Proposed Technical Amendments to the Vehicle-for-Hire By-law**

Staff have assessed how the V.F.H. By-law could better-meet its intended objectives, with the findings being reflected in the technical amendments identified in this report. Accordingly, staff recommends that the V.F.H. By-law be amended as detailed in Section 5.2 of this Report.

### **5.2.1 Allowing the Leasing and Affixing of Taxicab Plates**

In 2001/2002, Council approved a recommendation to seek the assistance of a consultant to undertake a review of the central issues facing the City’s Taxicab Industry and to determine the most viable options available to the City to effectively regulate the taxicab industry. One finding from the study identified that some Taxicab Owners were leasing their plates to other Taxicab Drivers. As a result, in 2003, the City’s Taxicab Licensing By-law 50-2003 (“Taxicab Licensing By-law”) established standards prohibiting the leasing of plates or the affixing of plates onto vehicles not registered to the plate holder. Subsequently, in 2022, the Taxicab Licensing By-law was repealed and replaced by the new, modern V.F.H. By-law. During the development and modernization of the new V.F.H. By-law, the prohibition of leasing and affixing of taxicab plates remained as a legacy item from the previous by-law.

To note, while developing the V.F.H. By-law in 2019-2020, staff conducted consultations ([CORP-20-34](#)) seeking feedback from members of the public and the broader V.F.H. industry (e.g. Taxi Industry, Designated Driving Services, Transportation Networks Companies (Uber and Lyft), and Limousines). The issue of plate leasing was not raised during the consultation period. Research into the by-laws of other municipalities has found that the practice of leasing plates, although not widely common, does exist and is in practice in a number of municipalities.

#### **5.2.1.1 Municipal Benchmarking**

Pickering, London, Windsor, and Niagara Region are four (4) municipalities which allow the leasing of taxicab plates and their affixation on vehicles not originally associated with that plate. Staff spoke with representatives of these municipalities, and details regarding their by-laws can be found in **Table 1**.

**Table 1 – V.F.H. By-law Municipal Benchmarking**

	<b>Pickering</b>	<b>London</b>	<b>Windsor</b>	<b>Niagara Region</b>
<b>By-law</b>	<a href="#">Vehicle for Hire By-law No. 7739/20</a>	<a href="#">Vehicle for Hire By-law L.-130-71</a>	<a href="#">Public Vehicle Licensing By-law 137-2007</a>	<a href="#">Taxicab and TNC By-law 2021-57</a>

	<b>Pickering</b>	<b>London</b>	<b>Windsor</b>	<b>Niagara Region</b>
<b>Fee</b>	\$50	No – used to be \$210 but removed the fee when they transitioned from Taxicab to V.F.H. By-law	\$30	No Fee
<b>Who can be charged for a violation</b>	Plate Holder and Vehicle Owner/Driver	Plate Holder and Vehicle Owner/Driver	Plate Holder and Vehicle Owner/Driver	Plate Holder and Vehicle Owner/Driver

**Note:** It should be noted that despite knowing who the plate holder and lessee are based on a plate number, municipalities cannot confirm who is driving the Taxicab at a specific time. This is because plate holders often let other licensed drivers operate their Taxicab when the primary driver is not operating it (e.g. nights and weekends) to maximize usage of the vehicle. Additionally, both the plate holder and motor vehicle owner can be charged for any violations (e.g. failing an inspection).

**5.2.1.2 Consultation with Licensed Taxicab Brokers and Taxicab Owners**

As part of assessing the request to permit the leasing of taxicab plates, staff consulted with the Taxicab Industry through two (2) methods: meeting with the City’s two (2) licensed taxicab brokers BlueLine Taxi and City Wide Taxi (“Taxicab Brokers”) and letters to licensed Taxicab Owners.

**a) Meeting with licensed Taxicab Brokers:**

Staff met separately with both licensed Taxicab Brokers. Both brokers were supportive of permitting the leasing of taxicab plates, subject to the following conditions proposed by City staff (and based on best practices that exist in other municipal by-laws):

- The Taxicab Owner and lessee must file a lease agreement with the City;
- The plate can only be leased to a City Licensed Driver or Broker;
- Each plate can only be leased to one lessee at a time; and,
- Plates cannot be subleased.

Taxicab Brokers suggested that this change could assist brokers doing business in Oshawa and improve the quality of service offered. In addition, the leasing of taxicab plates would assist drivers looking for more opportunities in the industry by allowing lessees to access the required insurance policy at a significantly reduced rate.

**b) Letters to licensed Taxicab Owners:**

Staff sent letters to all twenty-five (25) licensed Taxicab Owners. Confirmed feedback was received from one (1) Taxicab Plate Holder, who was supportive of the potential

amendment to permit plate leasing, suggesting that it would lead to “a higher level of customer service to the public”.

### **5.2.1.3 Analysis: Leasing of Taxicab Plates**

After further review, staff recommends permitting the leasing of plates between Taxicab Owners and Brokers and/or City Licensed Drivers due to the following reasons:

- The original prohibition of leasing was to stop money from leaving the industry and encourage it to be reinvested in better service for customers and improved working conditions for drivers. Notwithstanding this, during the City’s V.F.H. modernization review, which concluded in 2022, it was recognized that the Taxicab Industry is currently well-suited to address customer service concerns. Moreover, drivers and customers have many options to choose from when participating in or accessing the V.F.H. industry (e.g. Taxicabs, Designated Drivers, and T.N.C.). Accordingly, the regulations that were required in 2003 to prohibit the leasing of Taxicab Plates are no longer required.
- The change is supported by the licensed Taxicab Brokers and the majority of Taxicab Owners.

### **5.2.1.4 Proposed Changes to the V.F.H. By-law related to Taxicab Plate Leasing**

Staff recommends amending the V.F.H. By-law to permit the leasing of Taxicab Plates subject to the following conditions:

- The Taxicab Plate Holder and lessee must file a lease agreement with the City;
- The Plate can only be leased to a City Licensed Driver or Taxicab Broker;
- Each Plate can only be leased to one lessee at a time; and,
- Plates cannot be subleased.

These conditions were developed in order to ensure continued accountability in the industry, as well as to assist with the administration and enforcement of the licensing system. Ensuring that plates are only leased within the Taxicab Industry keeps the lessee accountable. For example, if a vehicle owner with a leased plate fails a safety inspection, the City can ensure a penalty is issued to both the Taxicab Owner and the lessee as both are licensed by the City.

### **5.2.2 V.F.H. Insurance Requirements**

Staff engaged Durham Municipal Insurance Pool to review the insurance requirements in the V.F.H. By-law and learned of changes to insurance product availability and industry-appropriate insurance coverage requirements. Based on this, staff recommends amending the existing insurance requirements found in the V.F.H. By-law to reflect these developments, as detailed in **Table 2** below.

**Table 2 Proposed V.F.H. Insurance Amendments**

Type	Current	Update
Taxicab Broker	Ontario Standard Automobile Insurance policy for every Motor Vehicle for which the Applicant is the owner and the policy shall be endorsed to provide that the City Clerk will be given at least fifteen (15) days' notice in writing prior to cancellation, expiration or change in the amount of the policy, and the policy should insure in respect to any one accident a third party liability limit of at least \$2,000,000.00	A Commercial General Liability insurance policy that: a) includes a limit of liability of not less than \$2,000,000.00 per accident or occurrence; and b) names the Taxicab Broker and/or owner(s) and the City as Additional Insured(s)
T.N.C.	An auto insurance product approved by the Finance Services Commission of Ontario, which the Commissioner in their sole discretion deems adequate	An auto insurance product approved by the Financial Services Regulatory Authority of Ontario, which in their sole discretion is deemed adequate

**5.2.3 V.F.H. Hearings Fee**

The V.F.H. By-law does not reference the City charging a fee if a person who appealed a violation does not attend a hearing. Other City by-laws have such a provision, and staff recommends adding the same language to the V.F.H. By-law to ensure consistency and to deter people from scheduling Hearings which they do not attend, similar to the following:

“Where the Person fails to appear at the time and place scheduled for a hearing of the appeal, the Person’s appeal shall be deemed to be dismissed and the Person shall pay to the City an administrative fee as from time to time prescribed by the General Fees and Charges By-law.”

This fee assists with the recovery of costs associated with the administrative time and resources involved in arranging and holding a hearing.

**5.2.4 Taxicab Owners and Requirement to Provide the Names of Drivers**

Section 22.3(b) of the V.F.H. By-law states that Taxicab Owners shall provide the Director and Taxicab Brokers the names of all the drivers who are permitted to operate their Taxicab. Staff recommends amending the V.F.H. By-law to clarify that a Taxicab Owner must provide the names of drivers permitted to operate their Taxicab at the request of the Director, not upon the issuance of a Plate. This minor technical amendment will assist with enhancing clarity and the administration of the licensing system.

**5.2.5 Moving Annual Taxicab Inspections from March to April**

Section 5.1 of the V.F.H. By-law states that Taxicab Owner Licences are valid for not more than one (1) year, effective up to and including March 31 of each year, with Section 23.2 of

the V.F.H. By-law stating that Taxicabs must be inspected annual prior to the issuance or renewal of a Taxicab Owner Licence. As such, Licensing Inspectors perform the required annual inspections of all licensed Taxicabs in early March to accommodate the renewal of all Taxicab Owner Licences in late March.

Staff have received feedback from both licensed Taxicab Brokers who have clarified that it would be more appropriate to conduct inspections in early April to account for operations efficiencies, which include:

- Completing inspections once all Taxicab have changed from winter tires to summer tires; and,
- Conducting inspections in more favourable weather conditions.

Upon review of the feedback and in further consultation with both licensed Taxicab Brokers, staff recommend moving annual taxicab inspections from early March to early April by amending Section 5.1 of the V.F.H. By-law by having Taxicab Owner Licences expire on April 30 of each year.

### **5.2.6 Taxicab Tariff Increases**

In additional to operating standards, municipalities regulate Taxicab Tariffs (also referred to as “fares” or “Tariffs”) by establishing fixed rates for the purposes of consumer protection. Taxicabs licensed by the City of Oshawa are subject to the Tariffs established in Schedule “A” of the V.F.H. By-law. Taxicabs are prohibited from charging any other rate with the exception of City-Licensed Drivers operating a taxicab providing discounts off the taxicab meter rate subject to certain conditions detailed in Section 18.2 of the V.F.H. By-law.

Section 18.3 of the V.F.H. By-law provides the City the ability to review and increase the established Tariffs based on the previous year’s Consumer Price Index (C.P.I.) increase, with Tariff increases rounded to the closest \$0.05. The C.P.I. is to be calculated using Statistics Canada data inclusive of “All Items” for the immediate preceding calendar year over the year prior for the City of Toronto.

In January 2024, staff consulted Statistics Canada and conducted a review of Taxicab Tariffs using the 2023 C.P.I. increase of 4.2%. **Table 3** presents current Tariffs and potential increases associated with a 4.2% increase, rounded to the nearest \$0.05.

**Table 3 Preliminary Tariff Increases**

<b>Taxicab Tariffs</b>	<b>Current Rate</b>	<b>With 4.2% Increase</b>	<b>Change</b>
First 132 metres or part thereof	\$3.75	\$3.90	<b>+\$0.15</b>
Each additional 132 metres or part thereof	\$0.25	\$0.25	No change
Waiting time while under engagement, for each 33.1 seconds	\$0.25	\$0.25	No change
For each package or piece of luggage handled by driver in excess of four (4) pieces	\$0.30	\$0.30	No change
Wheelchairs, walkers, etc.	No charge	No charge	No change
Debit Service Charge	Up to \$1.75	Up to \$1.80	<b>+\$0.05</b>

Staff consulted both licensed Taxicab Brokers on the potential increased rates, who were supportive of overall Tariff increases. During this consultation, the Taxicab Brokers raised concern that due to the rates being rounded to the nearest \$0.05, the 4.2% increase did not yield a substantive enough increase in the Tariffs. Staff worked with the Taxicab Brokers to develop a hybrid Tariff increase by including an adjustment of to the “additional distance” Tariff threshold to fully realize the potential 4.2% increase. **Table 4** presents the proposed Tariff updates which ensures Tariffs are commensurate with a 4.2% rate increase, with **Table 5** comparing proposed Tariffs against comparators municipalities. Staff recommends amending Schedule “A” of the V.F.H. By-law with the proposed Tariff updates as presented in **Table 4**.

**Table 4 Proposed Updated Tariffs**

<b>Proposed Taxicab Tariff</b>	<b>Proposed Rate</b>	<b>Proposed Tariff Change</b>
First 132 metres or part thereof	\$3.90	<b>+\$0.15</b>
Each additional 128 metres or part thereof	\$0.25	<b>Tariff Threshold Reduced by 4 metres</b>
Waiting time while under engagement, for each 33.1 seconds	\$0.25	No Change
For each package or piece of luggage handled by driver in excess of four (4) pieces	\$0.30	No Change
Wheelchairs, walkers, etc.	No charge	No Change
Debit Service Charge	Up to \$1.75	No Change

**Table 5 Proposed Tariffs and Comparator Municipalities**

<b>Municipality</b>	<b>Initial Per M</b>	<b>Additional Per M</b>	<b>Wait Per Second</b>
<b>Oshawa</b>	<b>\$0.029</b>	<b>\$0.002 (No change)</b>	<b>\$0.008 (No change)</b>
<b>Clarington</b>	\$0.030	\$0.003	\$0.008
<b>Pickering</b>	\$0.025	\$0.002	\$0.007
<b>Whitby</b>	\$0.040	\$0.003	\$0.008
<b>Ajax</b>	\$0.032	\$0.003	\$0.008
<b>Toronto</b>	\$0.028	\$0.002	\$0.009
<b>Brampton</b>	\$0.030	\$0.002	\$0.008
<b>Hamilton</b>	\$0.069	\$0.002	\$0.009
<b>Ottawa</b>	\$0.025	\$0.001	\$0.008
<b>Peterborough</b>	\$0.086	\$0.003	\$0.010
<b>Average</b>	<b>\$0.039</b>	<b>\$0.002</b>	<b>\$0.008</b>

**5.2.7 Accessible Taxicab Supply**

While the City does not directly control the provision and supply of accessible taxicabs (i.e. wheelchair accessible taxicabs), it does license and regulate the vehicle-for-hire industry for the purposes of health, safety and consumer protection through the V.F.H. By-law. When introduced in March 2022, the V.F.H. By-law included measures to incentivize the Taxicab Industry’s supply of accessible taxicabs including:

- Exempting accessible taxicabs from the Taxicab Plate Limit which restricts the number of taxicabs based on the City’s population. Now anyone who is interested in operating an accessible taxicab can immediately apply for an accessible taxicab plate – there is no limit to the number of accessible taxicabs permitted to operate in the City;
- Streamlining the taxicab driver licensing process to allow the local taxicab industry to attract more accessible drivers; and,
- Making it easier for the local taxicab industry to operate accessible taxicabs by simplifying the taxicab inspection process.

The City has received additional feedback regarding challenges associated with the lack of availability and supply of Accessible Taxicabs in the City, with similar supply challenges being felt across the province. Licensing staff, alongside the City’s Accessibility Program Coordinator, are actively engaged in identifying and implementing solutions that align with the City’s Accessibility Plan. In consultation with both licensed Taxicab Brokers, staff identified possible supplementary measures within the existing licensing framework to further incentivize the increase in supply of accessible taxicabs within the City, which include:

- Offering free licences for relevant Accessible Taxicab Licence classes, including:
  - free Taxicab Owner Licences for Accessible Taxicabs; and,
  - free City Licensed Driver Licences for applicants with an Accessible Driver Endorsement.

- Reciprocal Accessible Taxicab Licensing (“Reciprocal Licensing”) with Durham Region lower-tier municipalities to permit a region-wide supply of Accessible Taxicabs.

Reciprocal Licensing generally refers to a regulated business’s ability to operate under one business license in multiple regulatory jurisdictions. This type of business licensing is permitted by consenting partner municipalities through the establishment of Reciprocal Licensing Arrangements pursuant to Section 157(2) of the Municipal Act, 2001, S.O. 2001, c. 25 (“Municipal Act”). In the case of Taxicab licensing, several Durham Region lower-tier municipalities regulate and license Taxicabs to similar standards as the City. Through the establishment of a Reciprocal Licensing Arrangement specific to the provision of Accessible Taxicab services, Oshawa and partnering municipalities would have access to their combined number of Accessible Taxicabs, increasing the supply with limited cost to the City.

Section 80 of O. Reg. 191/11: Integrated Accessibility Standards under the Accessibility for Ontarians with Disabilities Act, 2005, S.O. 2005, c. 11. (“A.O.D.A.”), states that municipalities that license Taxicabs must ensure that Taxicab Owners are prohibited from charging a higher fare for persons with disabilities than for persons without disabilities for the same trip. As the Tariff rates vary from municipality to municipality, should the City and lower-tier partners enter into a Reciprocal Licensing Arrangement, all municipalities could potentially be required to amend their respective Taxicab licensing by-laws (V.F.H. By-law) to accommodate alternative Tariffs rates to ensure compliance with the referenced A.O.D.A. legislation.

Both licensed Taxicab Brokers were in support of the identified measures and were in agreement that this could incentivize supply of accessible taxicab services in the City. Staff recommend:

- The implementation of free licences for Accessible Taxicab Owner Licences and City Licensed Drivers with Accessible Driver Endorsements; and
- Investigate Reciprocal Accessible Taxicab Licensing with other Durham Region lower-tier municipalities that regulate taxicabs.

Staff continue to have regular meetings with representatives from neighbouring municipalities and Durham Region to further enhance wheelchair accessible services in the V.F.H. industry, and will report back on the findings of further investigation when appropriate.

### **5.2.8 Taxicab Model Year Restrictions**

Section 17.2 of the V.F.H. By-law regulates the age of licensed Taxicabs in the City by prohibiting the use of vehicles with model years greater than ten (10) years old. Both licensed Taxicab Brokers expressed interest in the City investigating an increase in the model age standards to permit older vehicles, in the required safe condition, to be licensed as Taxicabs. Staff conducted benchmarking on vehicle age standards amongst comparator municipalities that license taxicabs (**Attachment 1**), with Oshawa’s standards falling generally in the middle other municipality’s standards. Staff recommend extending

the current ten (10) model year restriction by two (2) years to permit the use of vehicles up to twelve (12) years old, provided that the following conditions are met:

- For vehicles up to ten (10) years old, a Safety Standard Certificate and Licensing Inspection prior to the issuance or renewal of a Taxicab Owner Licence.
- For vehicles with model years greater than ten (10) years old and less than twelve (12) years old, a Safety Standard Certificate and Licensing Inspection prior to the issuance or renewal of a Taxicab Owner Licence and an additional Safety Standards Certificate and Licensing Inspection six (6) months after licence issuance or renewal.

This recommendation strikes a balance between the requests of the industry and the regulatory responsibilities of the City and is in-line with benchmarking presented in **Attachment 1**.

## **6.0 Financial Implications**

There are no financial implications directly related to the recommendations in this report.

## **7.0 Relationship to the Oshawa Strategic Plan**

The recommendations in this report responds to the Oshawa Strategic Plan Goals of Accountable Leadership and Social Equity.



Phil Lyon, Director,  
Municipal Law Enforcement and Licensing Services



Adam Grant, Commissioner,  
Safety and Facilities Services

## Vehicle Model Year Restriction Benchmarking

Municipality	Vehicle Age Provisions	Summary
Oshawa	<ul style="list-style-type: none"> <li>No Motor Vehicle more than ten (10) years old shall be used as a Vehicle-for-Hire (excluding Designated Driver Support Vehicles) in the City. For the purpose of this By-law the age of a Motor Vehicle shall be determined from December 31st of the model year of said Motor Vehicle</li> </ul>	No vehicles over 10 years old.
Clarington	<ul style="list-style-type: none"> <li>For a Vehicle-for-Hire that is of a model that is 10 years or older, proof of a satisfactory inspection dated no earlier than 90 days before the current Licensing period;</li> </ul>	Vehicles over 10 years old need a Safety Standards Certificate.
Pickering	<ul style="list-style-type: none"> <li>Every taxicab and PTC vehicle shall:               <ol style="list-style-type: none"> <li>be no more than ten (10) years old according to its model year;</li> <li>meet the standards for the issuance of a Safety Standard Certificate of mechanical fitness;</li> <li>be clean, and in good repair as to its interior and exterior, and</li> <li>have a heater and air conditioning system in proper working condition.</li> </ol> </li> </ul>	No vehicles over 10 years old.
Whitby	<ul style="list-style-type: none"> <li>For a Motor Vehicle that is three (3) model years or older, a current and valid Ontario Ministry of Transportation Safety Standards Certificate for the Motor Vehicle for which the Licence is applied, and issued by a provincially authorized Motor Vehicle inspection mechanic. A Commercial Safety Standards Certificate shall be required if an accessible Motor Vehicle is being licensed;</li> <li>For a Motor Vehicle that is eleven (11) model years or older, proof of inspection by a Town Municipal Law Enforcement Officer and payment of a fee for such inspection in accordance with the Fees and Charges By-law.</li> </ul>	<p>Vehicles over 3 years old need a Safety Standards Certificate.</p> <p>Vehicles over 11 years old need a City inspection.</p>
Ajax	<ul style="list-style-type: none"> <li>A motor vehicle safety standards certificate, dated not more than thirty-six days prior to the date of the application, issued by an authorized vehicle inspection station for the taxicab in respect of which the applicant seeks to be licensed;</li> </ul>	No vehicle age restrictions, Safety Standards Certificate required.

## Vehicle Model Year Restriction Benchmarking

Municipality	Vehicle Age Provisions	Summary
Toronto	<ul style="list-style-type: none"> <li>• A vehicle used as taxicab shall be no more than seven model years old. Until December 31, 2023, a vehicle that is in use as a taxicab as at July 21, 2022 may continue to be used and shall be no more than ten years old by year date. Until December 31, 2025, a vehicle that is in use as an accessible taxicab may be up to ten years old by year date.</li> </ul>	<p>No vehicles over 7 years old for conventional taxicabs.</p> <p>No vehicles over 10 years for accessible taxicabs.</p>
Brampton	<ul style="list-style-type: none"> <li>• No vehicle shall be initially licensed under this by-law as a taxicab unless the model year of the vehicle is not older than 5 years.               <ul style="list-style-type: none"> <li>• Example: The application is during the year 2010. No vehicle manufactured prior to January 1, 2006 is eligible. Vehicles manufactured on or after January 1, 2006 are eligible.</li> </ul> </li> <li>• A plate owner may apply for an extension of up to three years on the model year for any license given pursuant to Section 20(8) provided the vehicle meets all of the vehicle marking, equipment and maintenance provisions of this by-law, and the vehicle successfully completes all inspections as required by the License Issuer."</li> </ul>	<p>No vehicles over 5 years old.</p> <p>Extension available for up to 3 additional model years, pending City inspection.</p>
Hamilton	<ul style="list-style-type: none"> <li>• As of January 1, 2018, former police vehicles will not be permitted to operate as taxicabs.(17-012)</li> <li>• Any former police vehicle that is operating, as of January 1, 2018, as a taxicab is permitted to remain as such until the vehicle is ten years old, calculated from the model year.(18-252)</li> <li>• A taxicab shall be no more than ten years old, calculated from the model year.(18-252)</li> <li>• Despite subsection 42(1): a taxicab that is accessible, as determined by the Director of Licensing from time to time, and is no more than five years old when first approved as a taxicab, may remain in service until it is ten years old, calculated from the model year; (18-252)</li> </ul>	<p>Special regulations for former Police vehicles.</p> <p>No vehicles over 10 years old.</p>
Ottawa	<ul style="list-style-type: none"> <li>• No motor vehicle shall be used as a taxicab unless at the time of the fall inspection:               <ul style="list-style-type: none"> <li>• it is less than ten (10) model years old, if it is for use as a standard taxicab or an accessible taxicab;</li> </ul> </li> </ul>	<p>No vehicles over 10 years old for conventional and accessible taxicabs.</p>

## Vehicle Model Year Restriction Benchmarking

Municipality	Vehicle Age Provisions	Summary
	<ul style="list-style-type: none"> <li>• it is less than ten (10) model years old, if it is a low emission vehicle for use as a standard taxicab or an accessible taxicab other than a London Black Taxicab;</li> <li>• it is less than fourteen (14) model years old, if it is a London Black Taxicab.</li> </ul>	No vehicles over 14 years old for London Black taxicabs.
Peterborough	<ul style="list-style-type: none"> <li>• No license shall be renewed under this By-law in respect of a regular taxicab or accessible taxicab which at the time of renewal is more than six (6) years old from the date of manufacture, unless the owner provides at the time of renewal a current and valid Certificate of Mechanical Fitness, certifying that such vehicle is in a safe condition to be operated on a highway as defined in the Highway Traffic Act, R.S.O., 1990, c.H.8. On or before October 31st in each calendar year, the owner shall provide to the Chief a current and valid Certificate of Mechanical Fitness.</li> </ul>	Vehicles over 6 years old need a Safety Standards Certificate.
Niagara Region	<ul style="list-style-type: none"> <li>• Based on the year appearing on the Motor Vehicle permit or ownership as issued by the Ministry of transportation, if the Taxicab is:               <ol style="list-style-type: none"> <li>i. Less than two (2) years of age and has less than 20,000 kilometers on its odometer, a safety inspection is not required;</li> <li>ii. Between two (2) and seven (7) years of age or has more than 20,000 kilometers on the odometer, a valid Motor Vehicle Inspection Certificate, issued not less than thirty-six (36) days from the date submitted to the Licensing Officer, confirming the Taxicab has passed the applicable safety inspection, is required annually; or,</li> <li>iii. Greater than seven (7) years of age, or has more than 140,000 kilometers on the odometer, a valid Motor Vehicle Inspection Certificate, issued not less than thirty-six (36) days from the date submitted to the Licensing Officer, confirming the Taxicab has passed the applicable safety inspection, is required every six (6) months;</li> </ol> </li> </ul>	Vehicle age based Safety Standard Certificate requirements.