

## Regulations and other Acts

### M.O., 2016

#### **Order number 2016-16 of the Minister of Transport, Sustainable Mobility and Transport Electrification dated 30 September 2016**

An Act respecting transportation services by taxi (chapter S-6.01), as amended by the Act to amend various legislative provisions respecting mainly transportation services by taxi (2016, chapter 22) (section 89.1)

Pilot project concerning remunerated passenger transportation services requested exclusively using a mobile application

THE MINISTER OF TRANSPORT, SUSTAINABLE MOBILITY AND TRANSPORT ELECTRIFICATION,

CONSIDERING the first paragraph of section 89.1 of the Act respecting transportation services by taxi (chapter S-6.01), as amended by section 34 of the Act to amend various legislative provisions respecting mainly transportation services by taxi (2016, chapter 22), hereinafter called the “Act”, which provides that the Minister of Transport, Sustainable Mobility and Transport Electrification may, by order, authorize pilot projects designed to experiment or innovate in the area of taxi transportation services or to study, improve or define standards applicable to that area;

CONSIDERING the first paragraph of section 89.1 of the Act, which provides that the Minister may also, within the scope of such pilot projects, authorize any person or body that is a holder of a taxi owner’s permit or a taxi transportation service intermediary’s permit issued under the Act or a business partner of such a holder to offer or provide taxi transportation services in compliance with standards and rules prescribed by the Minister that differ from those set out in the Act and its regulations or any other Act and regulation under the Minister’s administration, for the purpose of increasing the safety of users, improving the quality of the services offered, ensuring that the provision of transportation services by taxi is managed in a manner that takes into account the needs of the public or fostering the development of the taxi transportation services industry, all in compliance with the principle of equity toward holders operating under any permit at the time the Pilot project is implemented, as well as the applicable privacy protection rules;

CONSIDERING the second paragraph of section 89.1 of the Act, which provides that

(1) such pilot projects are to be conducted for a period of up to two years, which the Minister may extend by up to one year;

(2) the Minister may determine the provisions of the Pilot project made under that section whose violation constitutes an offence and determine the minimum and maximum amounts for which the offender is liable, which may not be less than \$200 or more than \$3,000;

CONSIDERING the third paragraph of section 89.1 of the Act, which provides that the terms and conditions of the Pilot project must be published on the website of the Ministère des Transports, de la Mobilité durable et de l’Électrification des transports and the website of the Commission des transports du Québec at least 20 days before its coming into force;

CONSIDERING that the terms and conditions of the Pilot project were published on the website of the Ministère des Transports, de la Mobilité durable et de l’Électrification des transports and the website of the Commission des transports du Québec on 9 September 2016;

CONSIDERING the fourth paragraph of section 89.1 of the Act, which provides that the publication requirement set out in section 8 of the Regulations Act (chapter R-18.1) does not apply to a pilot project made under section 89.1;

CONSIDERING subparagraph 5 of the first paragraph of section 18 of the Act respecting the protection of personal information in the private sector (chapter P-39.1), which provides that a person carrying on an enterprise may, without the consent of the person concerned, communicate personal information contained in a file the person holds on that person to a public body within the meaning of the Act respecting Access to documents held by public bodies and the Protection of personal information (chapter A-2.1) which collects such information in the exercise of its functions or the implementation of a program under its management;

CONSIDERING that it is expedient to authorize the implementation of the Pilot project concerning remunerated passenger transportation services requested exclusively using a mobile application;

ORDERS AS FOLLOWS:

## **DIVISION I GENERAL**

1. The implementation of the Pilot project concerning remunerated passenger transportation services requested exclusively using a mobile application is authorized. Those services may be offered in the territory of the municipalities designated in Schedule I.

A holder of a taxi transportation service intermediary's permit issued by the Commission des transports du Québec or the Bureau de taxi de Montréal is authorized, as of the date of issue of the transportation service intermediary's permit, to provide using exclusively a mobile application publicity services and request distribution services for remunerated passenger transportation services by automobile to the permit holder's partners-drivers. The permit holder is designated in Schedule I.

2. The purpose of the Pilot project is to experiment and innovate in the area of remunerated passenger transportation services requested using a mobile application, by ensuring that the provision of those services is managed in a manner that takes into account the needs of the public and the principle of equity toward permit holders operating under any permit at the time the Pilot project is implemented. The purpose of the Pilot project is to collect information on all the services offered by the permit holder, particularly as regards the safety and quality of the services offered, and to study the impact on transportation services by taxi.

3. The Minister of Transport, Sustainable Mobility and Transport Electrification authorizes the permit holder to make the permit holder's mobile application available to the permit holder's partners-drivers 50,000 hours per week, corresponding to the maximum number of hours of 300 taxi owner's permits.

The duties payable to make the mobile application available for 0 to 50,000 hours during a week are \$0.97 per trip begun during that interval.

Where the permit holder makes the permit holder's application available for 50,000 to 100,000 hours during a week, the duties payable are \$1.17 per trip begun during that interval.

Where the permit holder makes the permit holder's mobile application available for more than 100,000 hours during a week, the duties payable are \$1.33 per trip.

Where the permit holder makes the permit holder's mobile application available for more than 150,000 hours during a week, that block of hours may be adjusted upward or downward, on the basis of the preliminary results, by amending the Pilot project.

For the purposes of the Pilot project, the week begins at midnight on Monday.

The hours are calculated by adding the minutes during which each partner-driver is connected to the permit holder's mobile application.

4. The permit holder must pay the Minister a quarterly instalment of \$1,100,000, representing the estimated duties payable for a quarter. The Minister establishes the actual amount of the duties payable for the quarter concerned. If the amount of the instalment is less than the actual amount of the duties payable for the quarter concerned, the permit holder must pay the difference in the following instalment. If the amount of the instalment is more than the actual amount of the duties payable for the quarter concerned, the permit holder deducts the difference from the following instalment.

## **DIVISION II HOLDER OF AN INTERMEDIARY'S PERMIT**

5. The permit holder must comply at all times with any agreement made with the Agence du revenu du Québec to ensure compliance with government requirements regarding taxation.

6. The permit holder must ensure that every partner-driver holds a Class 4C driver's licence issued by the Société de l'assurance automobile du Québec in accordance with the Highway Safety Code (chapter C-24.2).

The permit holder must provide to every partner-driver an identification sticker to be affixed to the automobile used.

7. The permit holder must have a specialized private enterprise conduct a verification to ascertain the existence of an impediment under section 30 to the registration or maintenance as a partner-driver with the permit holder. The permit holder must ensure that the verification complies with the Charter of human rights and freedoms (chapter C-12).

The permit holder must require that every partner-driver inform the permit holder of any impediment to maintaining the registration.

**8.** The permit holder must have, under section 84 of the Automobile Insurance Act (chapter A-25), a liability insurance contract guaranteeing compensation for property damage caused by the automobiles used by partners-drivers when providing remunerated passenger transportation services and such contract must comply with any other condition or restriction imposed by the Autorité des marchés financiers. The provisions of Title III of the Automobile Insurance Act concerning the owner then apply to the permit holder, with the necessary modifications.

For the purposes of the first paragraph, remunerated transportation begins when the partner-driver connects to the permit holder's mobile application and ends when the partner-driver disconnects.

Where the permit holder fails to hold the liability insurance contract, the permit holder is no longer authorized to provide by mobile application to partners-drivers publicity services and request distribution services for remunerated passenger transportation services.

**9.** The permit holder must ensure that the automobile used to provide the remunerated passenger transportation services is registered by the Société de l'assurance automobile du Québec in accordance with the Highway Safety Code and that the automobile has undergone a mechanical inspection by a certified mechanic in accordance with section 33.

**10.** The permit holder must ensure that the partner-driver provides remunerated passenger transportation services using an automobile

(1) whose model has been on the market for not more than 10 years;

(2) whose odometer does not indicate more than 350,000 kilometres;

(3) which meets the requirements of the Motor Vehicle Safety Act (S.C. 1993, chapter 16);

(4) which is equipped by the manufacturer with at least 4 safety belts;

(5) which has a solid roof; and

(6) which has at least 4 side doors.

**11.** The permit holder must provide each partner-driver with training in particular on

(1) the operation of the mobile application;

(2) the quality of the services offered;

(3) the legal framework of the Pilot project;

(4) the mechanical inspection of the automobile;

(5) the transportation of persons with disabilities; and

(6) the fiscal responsibilities of a partner-driver.

The permit holder must publish the description of the training on the permit holder's website.

**12.** The permit holder must revoke a partner-driver's registration if the partner-driver fails to comply with one of the requirements provided for in sections 29, 30, 32 to 35 and 45 to 47.

**13.** The permit holder may not offer remunerated passenger transportation services if the pick-up point of the trip is located outside the territory of the municipalities designated in Schedule I. The destination of the trip may be located outside the limits of the territory of those municipalities.

**14.** The permit holder may offer to transport several persons who separately requested a trip to the same destination, or to several destinations within the same route, on the condition that the mobile application allows each customer to agree in advance to share the cost of the trip.

**15.** The permit holder must impose a rate of \$3.45 per trip, corresponding to the pick-up charge rate fixed under section 60 of the Act respecting transportation services by taxi (chapter S-6.01), as amended by section 19 of the Act to amend various legislative provisions respecting mainly transportation services by taxi (2016, chapter 22). Any change in the pick-up charge rate fixed under section 60 of the Act automatically applies to the rate that the permit holder must impose.

**16.** The permit holder's basic rate is \$0.85 for each kilometre travelled and \$0.20 for each minute of waiting time. The dynamic rate fixed by the permit holder is the product of the permit holder's basic rate multiplied by the factor determined by the permit holder.

The permit holder informs the Minister of any change to the basic rate. The permit holder publishes the basic rate and any change to the rate on the permit holder's website and mobile application.

**17.** The estimate of the price of a trip indicated by the mobile application must include the total of

(1) the rate provided for in section 15;

(2) the dynamic rate fixed by the permit holder for each kilometre travelled;

(3) the dynamic rate fixed by the permit holder for the waiting time;

(4) where applicable, the toll for using a bridge, road or ferry; and

(5) any other expense determined by the permit holder.

The amounts provided for in subparagraphs 1 to 5 of the first paragraph must be broken down on an invoice sent electronically to the customer at the end of a trip. The invoice sent to the customer must also indicate the amount of any goods and services tax and Québec sales tax applicable, and the partner-driver's goods and services tax and Québec sales tax registration numbers.

**18.** In the case of a superior force, the permit holder may multiply the basic rate provided for in section 16 by a factor of not more than 1.5. Superior force means unforeseeable and irresistible events that significantly disturb or paralyze traffic or public transit.

**19.** Upon the registration of a partner-driver for the mobile application, the permit holder records, in the data bank kept for that purpose, the information necessary for the purposes of sections 29, 30, 32, 33, 35 and 45 to 47 relating to the partner-driver, the automobile used and its owner. The permit holder also records in the data bank any change to the information, the list of certified mechanics and establishments where mechanical inspections are conducted.

**20.** The permit holder must give a peace officer, a highway controller designated by the Société de l'assurance automobile du Québec, a person specially authorized by the Minister or an employee authorized for that purpose by a municipal or supramunicipal authority responsible for the administration of the Act access at all times to the data bank kept under section 19 and produce, on request, a document containing an excerpt from the bank.

**21.** The permit holder must not obstruct, in any manner, the action of a person referred to in section 20, in particular by misleading that person by concealment or false declarations, by refusing to provide to that person information or documents that the person may require or examine, or by concealing or destroying a document or property concerned by an inspection or inquiry.

**22.** At the end of a week, the permit holder must send to the Minister the number of hours and minutes during which the partners-drivers were connected to the permit holder's mobile application.

**23.** For each municipality where the permit holder offers services, the permit holder must send to the Minister on the fifteenth day of each month a monthly report complying with Schedule II and indicating

(1) the total number of trips requested and the total number of trips made;

(2) the average time elapsed between the receipt of a request and the pick-up charge of the customer; and

(3) the average number of kilometres travelled, duration and total cost of a trip.

**24.** The permit holder must send to the Minister on the fifteenth day of each month, according to the form and tenor fixed by the Minister, a monthly report indicating

(1) the number of partners-drivers in each municipality listed in Schedule I, the number of trips made by each partner-driver during the first 50,000 hours/week, over 50,000 without exceeding 100,000 hours/week, over 100,000 without exceeding 150,000 hours/week, and over 150,000 hours/week;

(2) the amounts paid to each partner-driver by the permit holder;

(3) the number of requests and the number of trips made to serve persons with disabilities; and

(4) the description of the events of superior force, by municipality, that led the permit holder to limit the increase in the basic dynamic rate, and the limiting factor applied

The permit holder must send to the Minister, 30 days after the end of a quarter, a quarterly report containing the information provided for in subparagraph 1 to 4 of the first paragraph.

**25.** The permit holder must send to the Minister, 30 days after the end of a quarter, according to the form and tenor fixed by the Minister, a quarterly report containing

(1) the follow-up of the costs incurred by the permit holder for the application of the standards and rules prescribed by the Pilot project;

(2) the number of partners-drivers who terminated their registration for the mobile application, the number of partners-drivers whose registration was revoked by the permit holder and the number of partners-drivers registered with the permit holder;

(3) the make, model, year and odometer reading of the automobiles used by the partners-drivers; and

(4) the assessments conducted by the customers and the partners-drivers.

**26.** The permit holder must keep the following information for five years:

(1) the date and time of each trip request;

(2) the time elapsed between the receipt of each request and the pick-up charge of the customer;

(3) the number of kilometres travelled, and the duration and cost of each trip;

(4) the geographic coordinates of the pick-up point and the destination;

(5) the number of minutes during which each partner-driver was connected to the permit holder's mobile application;

(6) the log of the date, time, and duration of each connection of a partner-driver;

(7) the information necessary for the purposes of section 29, 30, 32, 33, 35 and 45 to 47 relating to the partner-driver, the automobile used and its owner.

For the purposes of the Pilot project, the Minister may, if needed, collect information provided for in subparagraphs 1 to 7 of the first paragraph.

**27.** At the end of the Pilot project, the permit holder sends to the Minister a report indicating the measures taken to ensure the safety and quality of the services offered to customers, the assessment of the application of the standards and rules prescribed by the Pilot project, and the number of complaints received and processed.

**28.** The permit holder must send to the Minister within the prescribed period any information that the Minister deems necessary for the purposes of the follow-up and evaluation of the Pilot project.

### **DIVISION III PARTNERS-DRIVERS**

**29.** A partner-driver is a person registered as such with the permit holder. The partner-driver is not required to hold a taxi owner's permit or a taxi driver's permit issued under the Act.

Partners-drivers must hold a Class 4C driver's licence issued by the Société de l'assurance automobile du Québec in accordance with the Highway Safety Code to obtain or maintain their registration for the mobile application.

**30.** To obtain or maintain their registration for the mobile application, partners-drivers must not, in the last 5 years, have been convicted of or charged with

(1) a criminal offence or an indictable offence committed in connection with the operation of remunerated passenger transportation services;

(2) a criminal offence or an indictable offence connected with the aptitudes and conduct required to provide remunerated passenger transportation services or to carry on the occupation of taxi driver; or

(3) a criminal offence or an indictable offence related to the traffic of narcotics, their importation or exportation as well as poppy and cannabis production, and provided for as the case may be in sections 5, 6 and 7 of the Controlled Drugs and Substances Act (S.C., 1996, chapter 19).

Where a partner-driver is charged with or convicted of a criminal offence or an indictable offence, he or she must inform the permit holder without delay.

**31.** Section 8 does not release partners-drivers from the requirement to have a liability insurance contract under section 84 of the Automobile Insurance Act when required that need not cover the risks related to remunerated passenger transportation requested using the permit holder's mobile application.

**32.** Partners-drivers must provide remunerated passenger transportation using an automobile which meets the requirements provided for in section 10.

**33.** To obtain or renew their registration for the mobile application, partners-drivers must have the automobile they use undergo a mechanical inspection in accordance with the standards prescribed in Divisions III and V of Chapter II of the Regulation respecting safety standards for road vehicles (chapter C-24.2, r. 32), with the necessary modifications. That inspection must be carried out by certified mechanics.

Following the mechanical inspection of the automobile, the certified mechanic issues a mechanical inspection report and informs the partner-driver of the results of the inspection.

Where the mechanical inspection indicates that the automobile has a defect, the partner-driver or the automobile's owner must make the necessary repairs or have

them made before the automobile can be put back into operation. However, in the case of a minor defect, the automobile may be put back into operation if the repairs are made within 48 hours from the issue of the inspection report. After the repairs are made, the partner-driver must obtain from a certified mechanic a certificate attesting that the automobile is in compliance.

Partners-drivers must keep in the automobile the mechanical inspection report attesting that the automobile is in compliance.

For the purposes of this section, a certified mechanic is a person who meets one of the following requirements:

(1) hold a valid certificate of qualification issued by a parity committee under the Act respecting collective agreement decrees (chapter D-2) certifying that the person is a qualified journeyman mechanic or general road vehicle mechanic;

(2) hold a vocational studies diploma in road vehicle mechanics and have two years' experience in road vehicle mechanism repair; or

(3) have been employed for the last five years in the field of road vehicle mechanism repair, and have been fully responsible for the work carried on for the last three years.

**34.** Partners-drivers who provide remunerated passenger transportation must affix the sticker provided by the permit holder to the lower right portion of their automobile's rear window when they are connected to the permit holder's mobile application.

**35.** To be registered for the mobile application, partners-drivers must undergo the permit holder's training provided for in section 11.

**36.** Partners-drivers are presumed to be providing or offering remunerated passenger transportation when they are connected to the permit holder's mobile application.

**37.** Partners-drivers must not be connected to the permit holder's mobile application when they do not intend to provide remunerated passenger transportation.

**38.** No partner-driver may obstruct, in any manner, the action of a person referred to in section 20, in particular by misleading that person by concealment or false declarations, by refusing to provide to that person information or documents that the person may require or examine, or by concealing or destroying a document or property concerned by an inspection or inquiry.

**39.** Partners-drivers may not offer or provide remunerated transportation services if those services are not requested using the permit holder's mobile application or are exclusively reserved for holders of a taxi owner's permit or a taxi driver's permit referred to in the Act.

Trips hailed on streets, waiting in areas reserved for taxis, requests for service by phone, access to taxi lanes, shared transportation services, and government and municipal contracts for passenger transportation services are exclusively reserved for holders of a taxi owner's permit or a taxi driver's permit referred to in the Act.

## DIVISION V OFFENCES

**40.** The permit holder who

(1) fails to take measures so that the mobile application only allows that the origin of a trip be located in the territory of a municipality designated in Schedule I,

(2) fails to comply with any of the requirements provided for in sections 6, 9 and 10,

(3) fails to provide training to a partner-driver or to publish the description of that training on the permit holder's website,

(4) fails to have a verification conducted to ascertain the existence of an impediment to the registration of a partner-driver for the mobile application, or to require that the partner-driver inform the permit holder of any impediment to maintaining the registration,

(5) fails to revoke a partner-driver's registration for the mobile application in accordance with section 12,

(6) fails to provide a partner-driver with the sticker described in section 34,

(7) fails to take measures to ensure that the mobile application indicates the total estimate of the price of a trip, as provided for in section 17, or fails to give the customer an invoice in accordance with that section,

(8) fails to impose the rate provided for in sections 15 or fails to comply with the factor provided for in section 18 in the case of a superior force,

(9) fails to give access to the permit holder's data bank kept under section 19 or to produce a document containing an excerpt from the bank;

(10) obstructs, in any manner, the action of a person referred to in section 20, or

(11) fails to send or keep the information provided for in sections 22 to 28,

is guilty of an offence and liable to a fine of \$1,000 to \$3,000.

**41.** Every partner-driver who

(1) fails to hold a Class 4C driver's licence,

(2) provides remunerated passenger transportation services while failing to inform the permit holder that the partner-driver was charged with or convicted of a criminal offence or an indictable offence referred to in section 30,

(3) does not comply with the requirement in section 32,

(4) fails to have the automobile used undergo the mechanical inspection provided for in section 33 or puts back into operation an automobile that has a defect without complying with that section,

(5) has not undergone the training provided for in section 35,

(6) fails to affix the sticker to the lower right portion of the automobile's rear window,

(7) obstructs, in any manner, the action of a person referred to in section 20, or

(8) fails to comply with section 39,

is guilty of an offence and liable to a fine of \$700 to \$3,000.

**42.** Every partner-driver who fails to keep in the automobile the mechanical inspection report attesting that the automobile is in compliance is guilty of an offence and liable to a fine of \$350 to \$1,050.

**43.** Every certified mechanic who issues a mechanical inspection report containing false or inaccurate information on the condition of the automobile inspected is guilty of an offence and liable to a fine of \$300 to \$600.

**44.** In the case of a subsequent offence under sections 40 to 43, the minimum fine is doubled.

## **DIVISION VI** **TRANSITIONAL, MISCELLANEOUS AND FINAL**

**45.** Persons registered with the permit holder on 17 August 2016 have until 9 December 2016 to meet the requirements provided for in sections 29, 33 and 35. The permit holder sends to the Minister without delay the list of the persons registered on 17 August 2016.

**46.** All other persons registered with the permit holder, if they are able to show that the medical examination required by the Société de l'assurance automobile du Québec delays the issue of their Class 4 C driver's licence, are exempted, for a period of 90 days following the registration, from the requirement to be the holder of a Class 4C driver's licence. To use that exemption, the persons must provide to the permit holder a document confirming the date of the medical appointment.

**47.** The persons registered on 9 September 2016 must undergo the verification provided for in section 7 within 2 years following the last verification of judicial record carried out by the permit holder.

The first paragraph does not release the partner-driver from the requirement provided for in the second paragraph of section 30.

**48.** The duties referred to in section 3 are payable to the Minister and are allocated to financing the modernization of transportation services by taxi.

**49.** The Société de l'assurance automobile du Québec and every municipal or supramunicipal authority responsible for the administration of the Act must make available to the Minister all information necessary for the Minister to make any decision within the framework of the Pilot project.

**50.** Until such time as an agreement is entered into under sections 519.65, 519.66 and 519.67 of the Highway Safety Code, highway controllers designated by the Société de l'assurance automobile du Québec are peace officers authorized to control the application of the Pilot project. For that purpose, they may exercise the powers of inspection and inquiry provided for in sections 66, 67 and 67.1 of the Act and have the immunity provided for in section 67.2 of the Act.

**51.** The rules of this Pilot project prevail over any inconsistent provision of the Act, its regulations, and the regulations of every municipal or supramunicipal authority.

A municipal or supramunicipal authority may not exercise any of the powers conferred on it under the second paragraph of section 89 of the Act and under subparagraphs 3 to 5, 7 to 13, 15 and 16 to 17 of the first paragraph of section 88 of the Act with regard to remunerated passenger transportation services requested using a mobile application referred to in the Pilot project.

**52.** The requirements provided for in sections 34, 34.1, 50, 59, 59.1 and 59.2 of the Act and in sections 36, 39, 59, 60, 61, 62 and 63 of the Taxi Transportation Regulation (chapter S-6.01, r. 3) do not apply to the permit holder.

53. Regulations enacted by a municipal or supramunicipal authority under section 88 or 89 of the Act do not apply to the permit holder or to partners-drivers.

54. Until the date of issue of the taxi transportation service intermediary's permit to the permit holder designated in Schedule I, every natural person who offers or provides remunerated passenger transportation services using an automobile other than the automobile attached to the taxi owner's permit or without holding the driver's licence of the appropriate class and a taxi driver's permit issued under the Act is subject to the penalties provided for in Chapter XIII of the Act.

55. The permit holder must send to the Minister a notice informing the Minister of the issue of the taxi transportation service intermediary's permit. The permit holder must attach to that notice a copy of the permit.

56. The Minister and the Commission des transports publish on their website a notice confirming the issue of the taxi transportation service intermediary's permit to the permit holder.

57. This Pilot project comes into force on the fifteenth day following the date of its publication in the *Gazette officielle du Québec* and ends on 14 October 2017.

LAURENT LESSARD,  
*Minister of Transport, Sustainable Mobility  
and Transport Electrification*

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## SCHEDULE I

(s. 1)

### MUNICIPALITIES

Baie-D'Urfé  
Beaconsfield  
Blainville  
Bois-des-Filion  
Boisbriand  
Boucherville  
Brossard  
Candiac  
Carignan  
Chambly  
Côte-Saint-Luc  
Delson  
Deux-Montagnes  
Dollard-des-Ormeaux  
Dorval

Gatineau  
Hampstead  
Île-Dorval  
Kirkland  
L'Ancienne-Lorette  
L'Île-Cadieux  
L'Île-Perrot  
La Prairie  
Laval  
Longueuil  
Lorraine  
Mascouche  
Montréal  
Montréal-Est  
Montréal-Ouest  
Mont-Royal  
Notre-Dame-de-l'Île-Perrot  
Oka  
Pincourt  
Pointe-Calumet  
Pointe-Claire  
Pointe-des-Cascades  
Québec  
Rosemère  
Saint-Amable  
Saint-Augustin-de-Desmaures  
Saint-Basile-le-Grand  
Saint-Bruno-de-Montarville  
Saint-Constant  
Saint-Eustache  
Saint-Joseph-du-Lac  
Saint-Lambert  
Saint-Placide  
Sainte-Anne-de-Bellevue  
Sainte-Catherine  
Sainte-Julie  
Sainte-Marthe-sur-le-Lac  
Sainte-Thérèse  
Senneville  
Terrasse-Vaudreuil  
Terrebonne  
Vaudreuil-Dorion  
Vaudreuil-sur-le-Lac  
Westmount

### HOLDER OF A TRANSPORTATION SERVICE INTERMEDIARY'S PERMIT:

Uber Canada inc.



**SCHEDULE II**

(s. 23)

## MONTHLY REPORT

MONTH: \_\_\_\_\_

MUNICIPALITY: \_\_\_\_\_

<b>Schedule</b>	<b>Number of trips made</b>	<b>Average time before pick-up charge (minutes)</b>	<b>Average number of kilometres travelled during a trip</b>	<b>Average duration of a trip (minutes)</b>	<b>Average cost of a trip (\$)</b>	<b>Number of trips requested</b>
6:00 a.m. and 9:00 a.m.						
9:01 a.m. and 1:00 p.m.						
1:01 p.m. and 4:00 p.m.						
4:01 p.m. and 7:00 p.m.						
7:01 p.m. and 3:00 a.m.						
3:01 a.m. and 5:59 a.m.						
<b>Total</b>						
102744						