

NOVA SCOTIA REGULATORY AND APPEALS BOARD

IN THE MATTER OF THE MOTOR CARRIER ACT

-and-

IN THE MATTER OF THE MOTOR VEHICLE TRANSPORT ACT

- and -

IN THE MATTER OF THE APPLICATION of NEED-A-LIFT TRANSPORTATION SERVICES INC. for the issue of an Extra-Provincial Operating License

BEFORE:



M. Kathleen McManus, K.C., Ph.D., Member

DECISION AND ORDER

Need-A-Lift Transportation Services Inc. (Applicant) applied to the Nova Scotia Regulatory and Appeals Board (Board) on May 11, 2026, for the issue of an Extra-Provincial Operating License (Application), subject to the terms and conditions outlined in Appendix A.

Notice of the Application was published in the Royal Gazette on Wednesday, May 20, 2026, posted on the Board's website, distributed by email to licensed carriers and provided to the Minister of the Department of Public Works. No objections were received by the filing deadline of May 27, 2026.

The Board considered the Application and supporting evidence in a hearing held by teleconference on Tuesday, June 16, 2026. The purpose of the hearing included: reviewing the facts in s. 13 of the *Motor Carrier Act (MC Act)*; clarifying the difference between the terms and conditions of the Applicant's existing Motor Carrier License and those proposed under the requested Extra-Provincial Operating License; and understanding the calculation of the proposed rates.

The issue in this matter is whether, having regard to the provisions of the *MC Act*, should the Board exercise its discretion and issue the Extra-Provincial Operating Licence?

Section 13 of the *MC Act* sets out the factors that the Board may consider when determining an application for a public passenger vehicle license, including: the public interest; the quality and permanence of service to be offered; general effect on other transportation services; and the sustainability of the industry including whether there is need for additional equipment in the area. Section 13 provides as follows:

Factors Considered

13 Upon an application for a license for the operation of a public passenger vehicle or for approval of the sale, assignment, lease or transfer of such a license, the Board may take into consideration

(a) any objection to the application made by any person already providing transport facilities whether by highway, water, air or rail, on the routes or between the places which the applicant intends to serve, on the ground that suitable facilities are, or, if the license were issued, would be in excess of requirements, or on the ground that any of the conditions of any other license held by the applicant have not been complied with;

(b) the general effect on other transport service, and any public interest that may be affected by the issue of the license or the granting of the approval;

(c) the quality and permanence of the service to be offered by the applicant and the fitness, willingness and ability of the applicant to provide proper service;

(ca) the impact the issue of the license or the granting of the approval would have on regular route public passenger service;

(d) any other matter that, in the opinion of the Board, is relevant or material to the application.

The Board has broad powers under the *MC Act* to regulate the public passenger carrier industry in Nova Scotia. Its powers extend to all aspects of the industry including regular, commercial and irregular charter service. The main object of the *MC Act* is to ensure there is a quality, safe and sustainable motor carrier industry.

Section 13(a) of the *MC Act* addresses whether there is a need for the services sought or to whether there would be an “excess of requirements”. The Applicant identified a significant growth trend in the volume of requests received for small group bus transportation both within, and outside, Nova Scotia. The Applicant provided evidence regarding current market conditions including a comparison of rates charged by other carriers operating in similar markets. The Board is satisfied that the proposed service responds to an identified demand and will not result in an excess of transportation services.

When considering s. 13(c), the Board finds that the Applicant has demonstrated the “fitness, willingness and ability” to provide the service. The Applicant has operated passenger transportation services for approximately 22 years and demonstrated a sound

understanding of the market in which it operates. The evidence also indicates that the Applicant has maintained a sustainable operation without reliance on public subsidies, supporting the long-term viability of the proposed service.

The Board has also considered the potential impact of the Application on existing transportation services and notes that no objections were received from other carriers. Based on the evidence before it, the Board is satisfied that approval of the Application is consistent with the public interest.

Having considered the *Motor Carrier Act*, including the factors set out in s. 13, the Board approves the application, subject to the terms and conditions set out in Appendix A, effective immediately.

DATED at Halifax, Nova Scotia, this 18th day of June 2026.

Pamela McGarrigle

Clerk of the Board

Appendix A

SCHEDULE A – ROUTES

Nova Scotia to New Brunswick, Prince Edward Island, Newfoundland and Labrador, and Eastern U.S.A. and return.

SCHEDULE B – AREAS

Provinces of Nova Scotia, New Brunswick, Prince Edward Island, Newfoundland and Labrador and Eastern U.S.A.

SCHEDULE C – TIMETABLE

No set schedule

SCHEDULE D – RATES

D(1) – GROUP RATES

Rate	Up to 10 Passenger	Up to 14 Passenger
Per Km Live Rate:	\$1.90	\$2.00
Per Km Deadhead Rate:	\$1.90	\$2.00
Hourly Rate:	\$110.00	\$130.00
Minimum Charge:	\$330.00 (3 hours)	\$390.00 (3 hours)
Daily Rate:	\$850.00	\$1,050.00
Overtime Hourly:	\$120.00	\$140.00

Terms and Conditions:

- Rates apply to pre-arranged charter services only
- Fuel included within standard operating conditions
- Additional charges may apply for extended distances, tolls, waiting time, or cross-border travel
- HST extra where applicable

Definitions:

Daily: on a Single Day Charter, applies up to 10th hour. On Multi-Day Charter, "Daily" means any part of a calendar day.

Deadhead KM: any kilometre travelled without passengers. All trips begin and end at the equipment point.

Hour: any portion of an hour, rounded up to the nearest hour. Hourly: on a single-day charter, applies to any hour from the minimum charge (3 hours) to 9 hours.

Layover Day: replaces the Daily rate on a multi-day trip where the vehicle travels 50 kilometres or less and the group remains at the same location/hotel.

Live KM: any kilometre travelled with passengers.

Minimum Charge: the minimum amount charged to a customer.

Overtime Hourly: applies to any hour after 10 hours.

SCHEDULE E – VEHICLES

E(1) - VEHICLES

2019 Ford Cutaway (10-passenger) - vin# 1FDEE3F6XKDC24114

2015 GMC Cutaway (14-passenger) - vin# 1GD372BF6F1101192

13-passenger (new unit not assigned yet)

SCHEDULE F – AUTHORITIES

F(1) - SPECIALTY IRREGULAR RESTRICTED AREA PUBLIC PASSENGER SERVICE

The transportation of persons from and to any points within Nova Scotia to New Brunswick, Prince Edward Island, Newfoundland and Labrador and Eastern U.S.A.; also, the transportation of persons requiring service from Halifax International Airport to New Brunswick, Prince Edward Island, Newfoundland and Labrador and Eastern U.S.A, one way or return.