

To: BTOA Executive

Date: 27 February, 2026

## **BTOA Responds to Rideshare Legislation: Two Years of Unanswered Questions and Continued Policy Failure**

### **FOR IMMEDIATE RELEASE**

The Bermuda Taxi Owners and Operators Association (BTOA) has reviewed the Minister of Transport's statement on the proposed **Motor Car (Ridesharing) Amendment Act 2026** and is compelled to address the continued **absence of data, consultation, and policy accountability** underpinning this legislation.

The Minister asserts that this proposal is grounded in evidence and consultation. **However**, the statement relies heavily on **historical perception-based data** while failing to present any current, transparent economic or operational analysis specific to the introduction of rideshare into Bermuda's regulated Public Service Vehicle (PSV) market.

The same data cited confirms that taxis continue to service the overwhelming majority of visitors, **approximately 87% annually**, while overall visitor **satisfaction** remains **high**. This raises a fundamental question: where is the evidence that structural market expansion is required, rather than operational improvement of the existing system?

The BTOA **further notes** that this is **not a new issue**. The **introduction** of rideshare has been pursued across **successive** Transport Ministers, including under the tenure of **former** Minister Wayne Furbert.

#### **Since 2024, the Association has:**

- **Publicly stated** its opposition to rideshare without consultation and economic analysis;
- **Submitted** the "Connecting Bermuda, Driving Progress" Transport plan outlining industry-led modernization and digital dispatch solutions;
- **Engaged** stakeholders across tourism, hospitality, and transport sectors;
- **Requested** operational data, enforcement strategies, and policy clarity from the **Ministry**, the Public Service Vehicles Licensing Board (**PSVLB**), and the Transport Control Department (**TCD**).

These efforts have been **documented** through formal submissions and public commentary. **To date**, no structured response, consultation process, or data disclosure has been provided by the Ministry under either the **current** Minister or his **predecessor**. This is **not** a matter of **disagreement**. It is a sustained absence of engagement.

The **Minister's** statement references a "**transportation gap**," yet provides no operational data on:

- Actual unmet demand;
- Taxi utilisation rates;
- Trip acceptance or completion rates;
- Geographic service distribution.

**Without this data**, the justification for introducing a new transport service category remains unsubstantiated.

Equally concerning is the reliance on the **2019 Transport Green Paper**. While the Green Paper identified systemic challenges, the majority of its recommended reforms, particularly those related to enforcement, data collection, and operational management, **remain unimplemented**. To now advance new legislation without addressing these foundational issues reflects a continuation of policy without delivery.

**The BTOA** also **rejects** any attempt to portray Bermuda's transport challenges in simplified or selective terms. The data cited by the Minister reflects input from **visitors, residents, and business** stakeholders collectively, indicating system-wide operational inefficiencies rather than a **demographic or class-based** issue.

At its core, this issue reflects a **broader governance** concern. For over **two decades**, and across successive administrations, the transport system has faced:

- **Limited** enforcement of existing laws;
- **Absence** of reliable operational data;
- **Inconsistent** policy implementation;
- **Lack of sustained** industry engagement.

The **introduction of rideshare** does not resolve these issues. It risks **compounding** them. Expanding supply within a **finite**, capacity-constrained island economy without **first addressing** structural inefficiencies will **not improve** outcomes; it will dilute them.

The BTOA **remains committed** to **modernization** and has demonstrated this through **industry-led** initiatives and investment in digital dispatch solutions. **However**, modernization requires discipline: data before policy, consultation before implementation, and enforcement before expansion.

The Association **also notes** that **formal submissions** made in late 2025, as well as recent correspondence entered into the official record of the **House of Assembly**, remain unanswered. **We therefore ask:** on what basis is this legislation being advanced in the absence of engagement with the very industry it directly regulates?

**The BTOA** will await the full publication of the **draft legislation** and will take all appropriate steps to ensure that its implementation complies with statutory authority, procedural fairness, and economic responsibility.

**END**

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