UNITED STATES MARINE CORPS
MARINE CORPS INSTALLATIONS EAST-MARINE CORPS BASE
PSC BOX 20005
CAMP LEJEUNE, NC 28542-0005

MCIEAST-MCB CAMLEJO 4651.2
H&S BN/PMO
30 AUG 2016

MARINE CORPS INSTALLATIONS EAST-MARINE CORPS BASE CAMP LEJEUNE ORDER 4651.2

From: Commanding General
To: Distribution List

Subj: CAMP LEJEUNE AND NEW RIVER TAXICAB, TRANSPORTATION NETWORK COMPANY (TNC), LIMOUSINE, AND SHUTTLE SERVICE REGULATIONS AND FARES FOR THE CAMP LEJEUNE AREA

Ref: (a) MCIEAST-MCB CAMLEJO 5560.2 Ch 2
(b) MCIEAST-MCB CAMLEJO 5605.2
(c) MCIEASTO 5100.2A Ch 1

Encl: (1) Taxi Service Agreement
(2) Rate Schedule
(3) Taxicab Registration Requirements
(4) Limousine and Shuttle Service Regulations
(5) Definitions

1. Situation. To expand on references (a) through (c) by establishing information pertaining to the licensing and operating taxicabs, TNC, limousines, and shuttle services aboard Marine Corps Base, Camp Lejeune (MCB CAMLEJ) and Marine Corps Air Station, New River (MCAS NR) (hereafter referred to as the "Installation") and all tenant commands.

2. Cancellation. BO 4651.2N.

3. Mission. This Order outlines information pertaining to licensing and operating taxicabs, independent TNCs, limousines, and shuttle services aboard the Installation.

4. Execution

a. Commander's Intent and Concept of Operations

DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited.

(1) Commander's Intent. This Order is provided to establish procedures for operating taxicabs, TNCs, limousines, and shuttle services aboard the Installation.

(2) Concept of Operations

(a) All taxicabs, TNCs, and shuttle services will become familiar with this Order and will strictly adhere to it. This Order will remain in effect unless revoked in writing. There is no limitation on the number of taxicab companies, TNC drivers, or shuttle services that may operate aboard the Installation; however, each company, corporation, independent owner, or owner/operator must execute the Taxi Service Agreement in enclosure (1), adhere to the provisions of enclosure (2), and meet all the requirements of enclosure (3).

(b) Taxicabs and shuttle services must also possess a license issued by the Jacksonville North Carolina City Council, a permit to operate at Albert J. Ellis Airport, or a valid license/permit issued by any North Carolina municipality to operate a taxicab.

(c) TNC drivers are classified by two categories:

1. Those who already have full privileges aboard the Installation with a valid Common Access Card (CAC) or Teslin Card (retirees or dependents of active duty members). Drivers who already have access privileges in this category must ensure their vehicle is registered aboard the Installation with a properly displayed Department of Defense (DoD) decal, and the operator is able to provide proof via the respective TNC mobile app that they are transporting or picking up a fare when entering the Installation. The TNC mobile app must include a photo of the driver, the vehicle information (including license plate number), and use of the Global Positioning System identifying the location of the driver. Individuals in this category are not required to complete enclosure (1) and are automatically entered into a Taxi Service Agreement, but all vehicle safety and registration requirements still apply.

2. Those who do not have full privileges aboard the Installation such as Contractors (including DoD Contractors with or without a CAC) or other civilians not otherwise affiliated with the Installation. These individuals must properly register their vehicle, be vetted (including a criminal background check) through the Contractor Vetting and Taxi

Registration processes, and complete and adhere to enclosures (1) and (3) with the following caveats:

a. TNC operators are exempt from the following conditions in enclosure (1): Section B paragraphs 2, 4, and 11; Section C paragraphs 1a, 1b, 1i, 1j, 2a, 2b, 3, 4, 5, and 6; and Section E paragraph 2.

b. TNC operators are not authorized to wait at taxi stands.

c. TNC operators must ensure the vehicle used during the operation has all appropriate safety equipment including seatbelts, heating and air conditioning, and all interior and external lights.

(d) Additional regulations for limousine and shuttle services are included in enclosure (4).

(e) The Base Taxi Inspector will review Taxi Service Agreements semi-annually.

1. If substantial evidence exists that a taxicab company, corporation, independent owner, or owner/operator has failed to perform satisfactory motor transportation services per this Order and reference (a), a position paper will be provided to the Commanding General (CG), Marine Corps Installations East (MCIEAST)-MCB CAMLEJ and/or Commanding Officer (CO), MCAS NR recommending the renewal be denied.

2. The company/owner or independent operator will receive a notification letter with the CG's or CO's decision. If the renewal is denied, a new application will be considered no earlier than six months after the denial date.

(f) The initial or annual review **does not** preclude a random inspection of services and performance of a taxicab company, corporation, independent owner, or owner/operator. Reviews and inspections may include promoting the peace, safety, security, and/or welfare of the Installation; ensuring its personnel and its residents are not threatened by a driver; or addressing a suspended decal(s) on record resulting from a Base Traffic Court conviction.

(g) Taxicabs from other areas may not enter the Installation unless they are discharging passengers. The taxicab operator may not pick up new passengers and must leave the Installation immediately.

(h) Operator Permits are issued on a case-by-case basis. These strict requirements are for the protection, safety, and welfare of the passengers and will not be waived. There is no inherent right to appeal a denial based upon failure to meet the requirements.

(i) The alcohol/drug countermeasures contained in Chapter 9 of reference (a) are specifically applicable to taxicab operators' with driving privileges temporarily suspended by the Provost Marshal (PM).

b. Tasks

(1) Provost Marshal Office (PMO)

(a) Have overall responsibility to enforce this Order and reference (a) through police patrols, traffic control measures, and safety inspections.

(b) Assign a representative from the PMO to act as the Base Taxi Inspector. The Base Taxi Inspector is responsible for administering the Taxi Service Agreement in enclosure (1), and supervises the accuracy, maintenance, and retention of records and files.

(c) Provide copies of all adverse material of any nature regarding taxi companies to the Command Inspector General (CIG).

(2) CIG

(a) Receive all grievances concerning the Taxi Service Agreement and render appropriate disposition.

(b) Through Base Traffic Court, take appropriate administrative action for all traffic citations issued to taxicab operators per reference (a).

5. Administration and Logistics

a. The regulations and procedures set forth in this Order are unique to the Installation. Extra requirements may be necessary for operators to legally operate off the Installation.

b. General definitions of terms used throughout this Order are outlined in enclosure (5).

6. Command and Signal

a. Command. This Order is applicable to MCB CAMLEJ, MCAS NR, its subordinate commands and all tenant commands aboard these Installations.

b. Signal. This Order is effective the date signed.

M. L. SCALISE
Deputy Commander

DISTRIBUTION: A

TAXI SERVICE AGREEMENT

NAME OF COMPANY/OWNER:		
INSTALLATION:		
TAXICAB PERMIT OR LICENSE #:	DATE:	EXP DATE:

Section A. Terms

1. The above-named contractor/owner is hereby given permission to operate and maintain a motor transportation service aboard MCB CAMLEJ and MCAS NR (the "Installation"), subject to the following provisions and conditions:

a. Operator Permits may be issued for a period of up to one year or upon expiration of the Jacksonville Operator Permit, whichever comes first. The permit is renewable at the option of the CG, MCIEAST-MCB CAMLEJ (or his designee) provided that the company/owner submits a written request for renewal at least 30 days prior to the expiration date. The length of the renewal period shall also be for a period of up to one year or upon expiration of the Jacksonville Operator Permit, whichever comes first.

(1) Installation Operator Permits are the property of the U.S. Marine Corps and will be surrendered should sanctions be imposed by the Traffic Court or when employment has been terminated.

(2) No person will operate a taxi or TNC vehicle aboard the Installation without a valid Operator Permit or decal.

b. The contractor/owner agrees to comply with all requirements set forth herein while delivering and performing motor transportation services. The contractor/owner has had an opportunity to review pertinent regulations regarding the same.

c. The owner agrees to remove any vehicle from operation aboard the Installation that was used in a manner that violated any of the regulations contained in MCIEAST-MCB CAMLEJO 4651.2. The duration of this removal is specified in Section G: Penalties and Sanctions, of this Agreement.

2. All information requested in this agreement must be provided or the application will be invalid.

3. The U.S. Government and the CG MCIEAST-MCB CAMLEJ will not be responsible for damages to property or injuries to persons that arise from, or are incident to, the exercise of the privileges herein granted. The U.S. Government; the CG MCIEAST-MCB CAMLEJ; and the CO MCAS NR will not be responsible for damages to property or injuries to employees or others who may be aboard the Installation at their invitation. The owner will hold the U.S. Government harmless from any and all such claims.

Section B. Provisions and Conditions

1. Every taxicab will be operated per the laws of the state of North Carolina, the Taxicab Ordinances of the license-issuing municipality, regulations as established by Onslow County, the terms of this Agreement, and with due regard to the safety, comfort, and convenience of the passengers.

2. Each taxicab company must have a 24-hour telephone answering and dispatch service that allows individuals to call the operator to request taxi service. Each taxi will be equipped with a two-way commercial radio, which meets Federal Communications Commission (FCC) regulations and requires an FCC license to operate.

3. The vehicles operated will be kept clean, well ventilated, properly heated, and will be operated by competent, responsible drivers. All vehicles will comply with the safety inspection requirements relating to taxicabs imposed by the laws of the State of North Carolina, MCIEAST-MCB CAMLEJO 4651.2, and MCIEAST-MCB CAMLEJO 5560.2. Taxi drivers will maintain proper hygiene and appropriate attire at all times.

4. Every operating taxicab aboard the Installation will be equipped with a taximeter that complies with the laws of the state of North Carolina, enclosure (2) of MCIEAST-MCB CAMLEJO 4651.2, and regulations established by Onslow County. The rates and fares will be established or approved by the CG MCIEAST-MCB CAMLEJ and will not be exceeded. Owners may request a rate by submitting a written request to the CG MCIEAST-MCB CAMLEJ (Attn: CIG).

5. As a condition to operate a taxi aboard the Installation, the owner and his/her employees agree to comply with all rules and regulations, including those now enforced aboard the Installation or that may be hereafter prescribed by the CG, MCIEAST-MCB CAMLEJ; CO, MCAS NR; or other competent military authority. Taxi owners, operators, and TNC drivers specifically agree to searches, license and identification checks and other security practices directed or approved by the CG, MCIEAST-MCB CAMLEJ; CO, MCAS NR; or other competent military authority.

6. The privileges granted herein shall not be construed to prevent the furnishing of transportation service by other persons or companies as may be authorized by the CG, MCIEAST-MCB CAMLEJ and CO, MCAS NR.

7. The privileges granted herein shall not be construed to allow any person to enter the Installation that has been issued a letter of persona non-grata or otherwise barred from the Installation by the CG, MCIEAST-MCB CAMLEJ; CO, MCAS NR; or proper authority.

8. The owner will carry and keep in force insurance with the respective TNC requirement and/or independent companies licensed in the state of North Carolina, with a minimum liability coverage in the sum of $100,000 for the death or injury to one person in case of one accident, not less than $300,000 for death or injury of more than one person in case of one accident, and $50,000 damage to property in the operation and maintenance of the subject motor transportation service.

9. Any U.S. Government property damaged or destroyed by operators in the exercise of the privileges granted herein will be properly repaired or replaced by the owner to the satisfaction of the CG, MCIEAST-MCB CAMLEJ or CO, MCAS NR. In lieu of such repair or replacement, the owner will, if so required by the CG, MCIEAST-MCB CAMLEJ or CO, MCAS NR, pay to the U.S. Government the cost of repair or replacement for the damage to or destruction of government property. Failure to provide restitution will be cause for immediate review of compliance with this Agreement and possible subsequent revocation.

10. Persons possessing a vehicle to provide taxi, TNC, limousine, or shuttle services aboard the Installation shall ensure that, prior to sale, any vehicle bearing an issued DoD or

of the decal prior to sale of the vehicle.

11. Each taxicab company, corporation, independent owner, or owner/operator will provide a roster of all driver/operator employees to the PMO on the first working day of each month.

Section C. Operational Regulations

1. General. Incoming taxicabs, TNC operators, and shuttle services carrying passengers may deliver passengers to any point aboard the Installation that is serviced by a paved road. Taxicabs, TNC operators, or shuttle services may also pick up passengers at any point accessible by paved roads when the passenger has requested the service. However, they may also deliver/pick up passengers to and from authorized recreational facilities that are located on unpaved roads.

a. Cell phones are prohibited for use as a dispatch line for taxicab companies. Taxicab companies must have 24-hour telephone answering service and dispatch service (land line) which allows passengers to call the dispatch operator to request taxi service.

b. Personal dispatch calls directly to and from patrons to individual taxi driver's cell phones is considered a safety hazard and is prohibited.

c. Dress Code/Hygiene: All taxicab drivers must wear clean clothes including a collared shirt, clean t-shirt, trousers or slacks, and blouse. Shorts or skirts cannot be more than 1 inch above the knee. Appropriate footwear must be worn, i.e., closed toe shoes only. Flip flops are not allowed.

d. Lost or Stolen Items: Neither party is responsible for any lost or stolen items left or carried in the taxicabs.

e. At Camp Johnson, no more than 10 taxicabs are permitted on a taxi stand at any given time.

f. Prior to access aboard the Installation, any drivers with pending felonious criminal charges will be denied taxi access until charges have been adjudicated with a qualifying disposition.

g. Credit Card Usage: Taxi drivers may not charge patrons a surcharge to use their credit cards.

h. Drivers will remain with their vehicle at all times while aboard the Installation.

i. After discharging passengers, all taxicabs will proceed directly to an authorized taxicab stand or proceed off base. While proceeding to the stand, the driver will not solicit additional passengers. However, if hailed, the driver may accept passengers.

j. At authorized taxi stands, taxicabs will park so that a cab returning to the stand will be the last in line. The first cab in the line must accept and transport the first fare(s) to a single destination offered, regardless of the destination or whether service was requested in person or by other means. Refusing a short trip in anticipation of a longer trip and waiting for multiple fares to separate destinations while other cabs are available is prohibited.

k. Anyone acting in a disorderly or belligerent manner may be refused service.

l. No vehicle is allowed to carry more passengers than it is designed to carry.

m. Drivers will not carry weapons of any type to include any type of chemical agent.

2. Hadnot Point Area. There are two authorized taxicab stands in the Hadnot Point area.

a. The passenger pick-up point of the first stand is located at the Northeast side of Building 235, the Base Bus Terminal. Only the first and second taxicabs in line will park at the pick-up point, and the driver first in line will answer all incoming phone calls. Personal telephone calls will not be accepted. The driver who is first in line will accept all walk-up fares and respond immediately to all fares received telephonically from anywhere within the confines of the Installation. The practice of drivers first in line dispatching other taxis to calls received telephonically is prohibited.

b. The second stand is located at Building 1231, the Main Exchange Complex. The parking lot in front of the northwest corner of the Main Exchange has been designated as a taxicab passenger pick-up point. All taxicabs must use the rear service entrance or the Birch Street extension while proceeding to the stand. No taxicab will be allowed on the road directly in front of the Exchange Complex unless dispatched or discharging passengers.

3. Camp Geiger Area. Camp Geiger and its tenant commands have one authorized taxicab stand located at Building G-560. It operates only during graduations and weekend hours as follows: 1600-2100 Fridays, and 0800-1800 Saturdays and Sundays.

4. Courthouse Bay Area. Courthouse Bay and its tenant commands have one authorized taxicab stand which is located next to Building BB-255 adjacent to Building BB-28.

5. Camp Johnson. Camp Johnson and its tenant commands have one authorized taxicab stand located at MHM-455 (mess hall).

6. Naval Hospital. There is no authorized taxicab stand in the Hospital complex.

Section D. Fares on the Installation and to/from Local Areas. A copy of approved rate schedules listed in enclosure (2) of MCIEAST-MCB CAMLEJO 4651.2 will be prominently posted in all taxicabs operating aboard the Installation. Failure to do so will result in penalties as provided herein.

Section E. Vehicle Specifications

1. No vehicle will be operated aboard the Installation unless it conforms to the provisions of MCIEAST-MCB CAMLEJO 4651.2, MCIEAST-MCB CAMLEJO 5560.2, and such other regulations as may be promulgated by the CG, MCIEAST-MCB CAMLEJ or the CO, MCAS NR.

2. Special Equipment

a. All taxicabs will be numbered, and the number and the name of the company will be prominently painted on both sides and on the back of the vehicle.

b. The interior body of all taxicabs will have at least two seats (front and rear). There will be four doors constructed to allow opening from the inside and outside. The construction of the doors will include a double safety lock. A double safety lock is the normal handle-style locking mechanism to prevent the door from freely opening and a separate locking device operated manually to prevent the door from being opened from the outside without a key.

c. Floor mats of rubber or other nonabsorbent and washable material will be provided and will be removable.

d. Each taxicab will be equipped with a heater and air-conditioner that is in proper operating order at all times.

e. Each taxicab will be equipped with seatbelts for each passenger.

3. Inspections

a. Vehicles operated as taxicabs, TNCs, limousines, or shuttles aboard the Installation will be inspected by the Base Taxi Inspector upon initial entry, before renewal of contract, and at other such times as deemed appropriate by the PMO to ensure continuous compliance with Installation safety regulations.

b. When probable cause exists that a violation of the provisions of this Agreement or any other lawful order has occurred, the Base Taxi Inspector will have the right, upon displaying proper identification, to enter any taxicab, TNC vehicle, limousine, or shuttle being operated aboard the Installation for the purpose of inspection. Additionally, all vehicles, to include taxis, TNC vehicles, limousines, and shuttles are subject to random searches at gates of entry as a condition for entering the Installation. Refusal to allow an authorized inspection may result in the CG MCIEAST-MCB CAMLEJ or his designee denying the privilege to operate aboard the Installation and removal of any privileges previously granted.

Section F. Denial of Taxicab, TNC, Limousine, or Shuttle Driving Privileges

1. The Base Taxi Inspector will deny an Operator Permit if the applicant has been convicted of any one of the following

violations within one year of the date of the application:

a. Driving under the influence of an intoxicant or drug.

b. Reckless or careless driving.

c. Three moving traffic violations within one year.

d. Assault.

e. Receiving stolen property.

f. Larceny.

g. Conviction of carrying a concealed weapon.

h. Any violation of Federal or state prostitution laws.

i. Felonious possession or sale of a controlled substance.

j. Robbery, burglary, housebreaking, or unlawful entry.

k. Death by vehicle.

l. Assault inflicting serious injury.

m. Assault with a deadly weapon.

n. Possession of drug paraphernalia.

2. Persons who have been convicted of the following are considered permanently disqualified to operate a taxicab aboard the Installation. Applications from these persons will not be processed.

a. Murder or manslaughter.

b. Kidnapping.

c. Assault with a deadly weapon inflicting serious bodily injury.

d. First or second degree rape or first or second degree sexual offenses.

e. Crime against nature.

f. Indecent liberty.

g. Indecent exposure.

h. Secretly peeping.

i. Vehicular manslaughter.

j. Habitual offender of motor vehicle laws (more than one).

k. Arson.

l. Habitual felonies (more than one).

m. Aiding and abetting in any one of the above crimes.

3. The offenses listed in the previous paragraphs shall not be construed as an exhaustive list of crimes for which privileges may be denied or removed. In questionable cases, the Base Taxi Inspector shall seek guidance from the CIG, MCIEAST-MCB CAMLEJ in determining whether to deny or remove the privileges of persons convicted of offenses not specifically listed.

4. The Base Taxi Inspector will not issue a permit to any applicant who has received a discharge for Other Than Honorable Conditions, a Bad Conduct Discharge, or a Dishonorable Discharge. Furthermore, the Base Taxi Inspector shall not issue a permit to any person who has been awarded a punitive discharge by the sentencing authority of a military court martial (including those on voluntary or involuntary appellate leave). However, if the applicant proves, to the satisfaction of the Base Taxi Inspector, that the punitive discharge was disapproved by the convening authority, the appropriate appellate court, or other lawful authority, an exception may be granted.

5. Persons issued a permit under MCIEAST-MCB CAMLEJO 4651.2 shall not solicit customers door-to-door, hold "classes" concerning their services, or otherwise personally solicit business aboard the Installation. Permittees may issue and distribute written flyers or advertisements for their services, but only within the restrictions imposed by MCIEAST-MCB CAMLEJO 5605.2 (or other applicable Installation regulations) which requires a written request to, and approval from, the Public

Affairs Office. Violation of this provision may result in the denial of the privilege to operate aboard the Installation and removal of any such privileges previously granted.

Section G. Penalties and Sanctions

1. The traffic point system in MCIEAST-MCB CAMLEJO 5560.2, as applied to taxicab, TNC, limousine, and shuttle operators, provides an impartial and uniform administrative device for evaluating driver performance. However, the intention of the system is not to interfere in any way with the CG's, MCIEAST-MCB CAMLEJ or CO's, MCAS NR prerogative to issue, suspend, revoke or deny driving privileges aboard the Installation for cause to any individual, military or civilian.

2. Upon the conviction by the Base Traffic Court of a driver who committed an offense while operating a transport service for any violations of this Agreement, a letter will be forwarded to the appropriate company/owner outlining the circumstances of the violation.

3. A driver receiving three violations or Letters of Warning within one year will result in a 30-day decal and Operator Permit suspension. In cases where the circumstances surrounding a single violation are considered so aggravated as to be detrimental to good order and discipline, the decal and Operator Permit will be immediately removed for 30 days.

4. Within five working days from the date of the letter, the company/owner and/or independent operator is responsible to ensure that the vehicle involved in the offense is brought to the Base Taxi Inspector for removal of the vehicle decal and surrender of the Operator Permit for the period specified in the letter.

Section H. Monitoring and Acceptance

1. The PMO will monitor taxicab company/owner and independent operators for compliance with this Agreement. The PMO will designate a Base Taxi Inspector to manage the daily routine business related to such transport services aboard the Installation. MCIEAST-MCB CAMLEJO 4651.2 will be followed in the daily administration of taxicab, TNC, limousine, and shuttle service matters.

2. Taxicab companies/owners and TNC, limousine, and shuttle operators have direct access to the PMO regarding compliance or noncompliance with Sections A through G of this Agreement.

3. Drivers will conduct all general business with the Base Taxi Inspector at phone number (910) 449-4208.

4. Companies/owners and independent operators may submit grievances to the CG, MCIEAST-MCB CAMLEJ (Attn: CIG). Grievances must be in writing and received by the 10th working day after the occasion which generated the grievance.

Section I. Acceptance

1. Sections A through H of this Memorandum of Agreement are acceptable terms for the conduct of business by:

_____
(Name of Company)

2. I agree to the terms, provisions, controls, and sanctions herein as a basis for the CG MCIEAST-MCB CAMLEJ and CO MCAS NR to authorize myself (for independent owners)/my company to conduct business aboard the Installation.

_____ _____
Signature, Company/Independent Owner Date

RATE SCHEDULE

Taxicabs

1. $2.50 drop fee for the first 1/10 of a mile or less.

2. $0.20 for each additional 1/10 of a mile thereafter.

3. $0.20 per minute waiting time as requested by passengers.

4. Shared Ride. A shared ride is the joint hiring of a taxicab on a consensual basis by more than one person from a single beginning point to a single termination point. The shared ride ends when the first passenger has discharged, and all passengers will pay for their portion of the fare. Any subsequent trip by any remaining passengers will be considered a new fare.

5. There are no flat rates or quoted fares. A receipt should be issued for subsequent service fares inbound for travel claims reimbursement.

Transportation Network Companies

1. Rates for TNC operations may vary depending on the distance traveled, type of vehicle requested, and other provisions.

2. The rate for TNC operations will be the rate agreed upon between the operator and passenger(s) prior to pick up and paid through the appropriate online platform.

TAXICAB REGISTRATION REQUIREMENTS

1. Information

a. All vehicles operated as taxis aboard MCB CAMLEJ and MCAS NR (the "Installation") will be processed by the Base Taxi Inspector located in Building AS-127. The Base Taxi Inspector will issue a taxicab decal when all requirements of this Order have been met.

b. Incomplete applications for taxi registration will not be accepted.

c. Vehicles failing any part of the safety inspection will not be issued a taxicab decal until the discrepancy is corrected.

2. Inspections

a. Motor vehicles operated as taxicabs aboard the Installation may be inspected by the Base Taxi Inspector for the following reasons:

(1) Upon initial entry on to either Installation.

(2) Prior to the renewal of contract.

(3) If probable cause exists that a violation occurred regarding this Agreement, lawful order, or regulation.

(4) To ensure continuous compliance with Base Safety Regulations, MCIEASTO 5100.2A Ch 1.

(5) At other such times deemed necessary by the PM.

b. Prior to conducting an authorized inspection, the Base Taxi Inspector must display proper identification to the operator. Refusal to allow an authorized inspection may result in the CG, MCIEAST-MCB CAMLEJ or his designee denying the privilege to operate aboard the Installation and removal of any privileges previously granted.

c. The operator of any vehicle found to be unsafe or in violation of this Order or MCIEAST-MCB CAMLEJO 5560.2 may be issued an Armed Forces Traffic Ticket.

3. Action

a. The taxicab company, corporation, independent owner, or owner/operator will complete and present Section 4 of this enclosure, a copy of his/her Taxi Service Agreement, and the vehicle to the Base Taxi Inspector for processing.

b. The Base Taxi Inspector will verify the information in Section 4 and complete Section 5. If all requirements are met, the Base Taxi Inspector will issue a taxi decal and certify Section 6.

4. Taxicab Registration Application

DATE:	
a. Taxi/Limousine/TNC Company Name:	b. Decal Number:
c. Decal Expiration:	d. Taxi Number:
e. State Safety Expiration:	f. Taxi/Limousine Service Contract:
g. Name of Insurance Company:	h. Insurance Policy No:
i. Coverage:	j. Date of policy Expiration:
k. Insurance Company Address:	
l. Taxi/Limousine Company Address (Personal Address for TNC Operators):	
m. Jacksonville City Permit No:	n. Year/Make of Vehicle: Year Make
o. Taxi/Limousine Company (Personal for TNC) Phone:	p. Color:
q. Body Type:	r. License Plate No:
s. State Registration Exp. Date:	t. VIN:
u. State Licensed:	

5. Taxi Inspection Checklist. Safety Equipment (MCIEAST-MCB CAMLEJO 5560.2, Chapter 3 applies).

EQUIPMENT	Pass	Fail	EQUIPMENT	Pass	Fail
1. Horn			14. License Plate Light		
2. Steering/Suspension			15. Tires		
3. Exhaust			16. Windshield		
4. Service Brake			17. Windows		
5. Emergency Brake			18. Rear View Mirrors		
6. Speedometer			19. Seat Belts		
7. Windshield Wiper			20. Body/Fenders		
8. Headlights			21. Name of Company on Taxi		
9. Beam Indicator			22. Heater/Air Conditioner		
10. Parking Lights			23. Floor Mats		
11. Directional Signals			24. Double Safety Door Lock		
12. Tail Lights			25. Two-Way Radio		
13. Stop Lights					

6. Certificate (Taxicab Decal Issued)

_____
Base Taxi Inspector Signature

_____
Date

LIMOUSINE AND SHUTTLE SERVICE REGULATIONS

1. Regulations governing the operation of limousines and shuttle services aboard MCB CAMLEJ and MCAS NR (the "Installation") are as follows:

a. Shuttle services will conspicuously post a copy of its rates.

b. Passengers so desiring may be delivered to any point along the normally traveled routes between the airports and the Installation with no adjustments in fare.

2. Provisions and Conditions

a. Reservations are required. No limousine or shuttle service will cruise, solicit, or park anywhere aboard the Installation or any property of the United States Marine Corps in hopes of finding prospective passengers.

b. All drivers will meet the Operator Permit requirements mentioned in enclosure (1) of MCIEAST-MCB CAMLEJO 4651.2.

c. Limousines and shuttles are subject to inspection to the same extent as taxis. See enclosure (3), paragraph 2 of MCIEAST-MCB CAMLEJO 4651.2.

Definitions

1. Base Taxi Inspector. An individual assigned to administer the taxicab regulations, including processing applications for taxi operator permits, taxi decals and maintaining original Taxi Service Agreements. The Base Taxi Inspector can be reached at phone number (910) 449-4208.

2. Cruising. The movement of unoccupied taxicabs over public streets in search of prospective passengers for hire. Whenever a taxicab is unoccupied, the driver will proceed at once, by the most direct route, off the Installation or to an authorized taxi stand. Drivers en route off the Installation that are flagged down by prospective passengers for hire, answering dispatched calls, or proceeding to a taxi stand will not be considered cruising.

3. Driver. Any person to whom a taxi operator permit has been issued for the purpose of operating a taxicab or limousine.

4. Operator Permit. Issued by the Base Taxi Inspector to qualified individuals authorizing them to operate as a taxicab. These permits convey no special privileges other than identification as a taxi operator. They may be suspended or revoked by the Base Traffic Court for convictions per MCIEAST-MCB CAMLEJO 5560.2.

5. Owner. Any individual, partnership, or organization owning/operating or participating in the management of a taxicab service for hire.

6. Shuttle Service. A company or individual that owns a six to 15 passenger van, transports one or more person(s), and charges a flat rate to any destination.

7. Taxicab. An automobile designed by the manufacturer to carry six people (including the driver). The vehicle will be equipped with four doors and two bench-type seats, on call or accepting passengers indiscriminately for hire.

8. Taxi Decals. Assigned by the Base Taxi Inspector to specific vehicles and adheres to the requirements of enclosure (3) of MCIEAST-MCB CAMLEJO 4651.2. Taxi decals

convey no special privileges other than identification of the vehicle as a taxi and permit ingress/egress of the Installation.

9. Taxi Service Agreement. An agreement between the taxicab companies, corporations, independent owners, and owner/operators and the MCIEAST-MCB CAMLEJ, which grants permission to provide motor transportation service aboard the Installation.

10. Transportation Network Company (TNC). A company that uses a digital dispatch platform, such as a mobile app, to connect consumers and drivers for submitting and responding to trip requests using personal, non-commercial vehicles. TNCs include companies such as Uber and Lyft.