



POLICY REPORT

Report Date: January 7, 2019
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Meeting Date: January 15, 2018

TO: Vancouver City Council

FROM: General Manager, Development, Buildings and Licensing;
General Manager, Engineering Services

SUBJECT: Confirmation of Regulatory Principles related to Ride-Hailing

RECOMMENDATION

THAT Council endorse the regulatory principles on passenger directed vehicles as described in this report.

REPORT SUMMARY

The City of Vancouver has been invited to present at a public hearing of the Provincial Select Standing Committee on Crown Corporations as part of an inquiry into four key areas of [Provincial ride-hailing legislation](#) passed in November 2018. The Committee is requesting input on 1) criteria for establishing boundaries; 2) how to balance supply of service with consumer demand; 3) criteria for establishing a price and fare regime; and 4) what class of driver's licence should be required. This opportunity to provide input will represent the fourth time the City has been invited to provide input into the development of ride-hailing policies for British Columbia.

Through the Provincial process, staff have developed a set of regulatory principles to guide feedback and input related to ride-hailing and taxi modernization. The regulatory principles address:

1. Regional coordination of service,
2. Passenger safety,
3. Enhanced mobility,
4. Enhanced accessibility,
5. Reduced carbon emissions, and
6. Economic viability.

These principles were used in provincial consultations in 2017 and 2018, and have been updated in response to Provincial legislation.

The purpose of this report is to confirm the established principles as the basis for the City's input into the Select Standing Committee's January 2019 public hearing and other Provincial consultation. Staff will conduct more detailed analysis and provide a more comprehensive report with key findings and recommended options for ride-hailing in the second quarter of 2019.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

On October 1, 2014, Council approved a motion to suspend the issuance of new taxi licences with the exception of 78 full-time accessible taxis, for a period of six months.

Staff were directed to, in the interim, consult with the Taxi Roundtable and other stakeholders on measures necessary to expand service and meet evolving customer demands; to respond to the Passenger Transportation Board (PTB) decision to allow suburban taxis to work in Vancouver during certain periods; and to ensure customers achieve the full benefits of new ride-share technology without undermining existing taxi industry standards for safety, accessibility, driver training and green technology.

On October 21, 2015 Council received for information the staff report dated October 13, 2015 entitled "Taxi Service Review and Report Back". Council agreed to urge the Ministry of Transportation, the Passenger Transportation Board, YVR, the taxi industry, Translink and other stakeholders to establish a renewed regional policy direction to balance the needs of travellers with the requirement for stable, sustainable taxi service in the context of new technology.

Council approved amendments to the *Vehicles for Hire By-law* and directions to staff that aimed to improve safety, first aid and customer service training for taxi drivers, including drivers of accessible taxis; increase enforcement; investigate data monitoring options; examine options for improving environmental performance of vehicles for hire; examine options for regional level taxi planning; and extend the moratorium on new taxi licences for 12 months.

Finally, Council agreed to call on the Minister of Transportation and Infrastructure, working in liaison with other local governments in the region, the PTB, ICBC, the taxi industry and other key user stakeholder groups (e.g. disabled community, seniors, the Port and tourism), to participate in further roundtable process to examine the issues and opportunities for rideshare in Metro Vancouver with a view of establishing an appropriate policy framework before approving any ridesharing services in the province.

On December 5, 2018 Council approved the following motion.

- A. THAT the Mayor write a letter on behalf of Council to the Premier of BC, the Minister of Transportation, and Attorney General and Minister Responsible for the Insurance Corporation of British Columbia (ICBC):

- i. Affirming support for ride-sharing to be introduced alongside taxi cabs in the City of Vancouver in an equitable manner; including consideration for affordability and any possible impact on passenger safety; and
 - ii. Calling for per kilometer ridesharing and taxi insurance products to be made available to companies by April 2019 in line with other changes the province is making to ICBC announced on November 9, 2018.
- B. THAT staff report back to Council with analysis and options for ride-sharing and ride-hailing so that Council can provide direction to staff. Subsequently, staff report back with proposed by-law changes to allow for ride-sharing and ride-hailing and include information addressing:
 - i. The ability of the City of Vancouver to amend or create by-laws to promote the inclusion and operation of companies offering on-demand ride-sharing and ride-hailing services;
 - ii. The impact removing municipal boundaries for taxis, including accessible taxis, may have on serving the public and especially persons with disabilities in the city of Vancouver, as well as options and any possible implications for extending the lifespan of vehicles used by people living with disabilities;
 - iii. The ability of the City of Vancouver to monitor and limit impacts of increased traffic and congestion resulting from the introduction of ridesharing and ride-hailing, and consideration of how any increases might affect the goals and targets of the 2020 Greenest City Action Plan; and
 - iv. The possibility of setting up non-profit, municipal - owned, or co-op ride sharing owned by drivers.

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The City Manager recommends approval of the foregoing.

REPORT

Background/Context

Starting in late 2017, the Province of British Columbia has worked on developing a legislative framework to modernize the taxi industry and prepare for ride-hailing services to enter the market. Ride-hailing is the term used for passenger directed services offered exclusively through application based technology. To support this work, Hara and Associates was hired to analyze the BC ride-hailing market and an all-party Select Standing Committee on Crown Corporations was formed to engage key stakeholders and provide recommendations for a ride-hailing approach for British Columbia.

On January 10, 2018, the City of Vancouver presented at a Standing Committee public hearing and subsequently provided a written submission (Appendix A). City staff also met with Hara and Associates in December 2017. Staff used the following six principles

in their submission and to frame presentation remarks to the Select Standing Committee on ride-hailing.

1. **Regional coordination:** Regulation is coordinated across the Metro Vancouver region and can operate effectively within our regional context, under a clear and consistent policy framework.
2. **Passenger safety:** Companies, drivers and vehicles meet minimum safety standards, and be held accountable for meeting them. Effective enforcement mechanisms and sufficient resources should be in place to ensure compliance.
3. **Enhanced mobility:** Ride-hailing is a complement to transit and active travel, thereby advancing shared mobility and contributing to an efficient transportation system. The following mechanisms support this:
 - a. Ride-hailing vehicles are subject to city by-laws regulating streets, traffic and parking.
 - b. Municipalities are assured access to company/app data for traffic management and policy and planning purposes. Access to app data will allow municipalities to manage traffic impacts and regulations such as passenger zones to meet the needs of all road users including app based ride sourcing customers. Data on user trips including their origin and destination will allow for more strategic planning and design to help the City achieve our goals for sustainable transportation.
4. **Enhanced accessibility:** Ride-hailing companies should contribute to a system that maintains or exceeds standards for accessibility and ensures sufficient availability and maintenance of accessible vehicles.
5. **Reduced carbon emissions:** A mechanism to require ride-hailing companies to have programs that encourage their drivers to use hybrid or zero emission vehicles should be considered.
6. **Economic Viability:** the regulatory regime ensures opportunity for financial viability of the existing taxi industry and new entrants to the market for passenger directed vehicle services such as ride-hailing.

The six principles reflect City goals and priorities identified in Transportation 2040 and the Renewable City Strategy; and the safety and operational priorities established for taxis and other passenger directed services in the City's Vehicles for Hire By-law. Further, they reflect information gathered through research and communication with staff in other Canadian and American cities that have licensed ride-hailing.

In February 2018, The Select Standing Committee on Crown Corporations produced the report, [Transportation Network Companies in British Columbia](#); the Hara and Associates report [Modernizing Taxi Regulation](#) was released in June 2018. These reports provided recommendations for consideration in development of Provincial legislation.

On November 27, 2018 the Province passed legislation, *Bill 55 – 2018: Passenger Transportation Amendment Act, 2018*, to govern ride-hailing services in British Columbia including the following:

- Two new ride-hailing-related entities have been created: Passenger Directed Vehicles (PDVs) and Transportation Network Services (TNSs). PDVs are the vehicles used to offer passenger transportation service and include ride-hailing vehicles and taxis. TNSs are the corporate entities that control ride-hailing such as Uber and Lyft.
- The Province is expanding the Passenger Transportation Board's (PTB's) authority to include TNSs and is giving the PTB authority over the supply, operating areas and rates chargeable for TNSs. The PTB already regulates these aspects of the taxi industry. The Passenger Transportation Board will also set terms for licensing TNSs, such as requiring data on the trips provided under the licence.
- ICBC has authority to develop new insurance products for vehicles under a Passenger Transportation Authority licence; this is expected to be developed by fall 2019.
- The PTB must require transportation network services and passenger directed vehicles to provide data on trips including rates, wait times, pick up and drop off locations.
- On or before January 1, 2022 the Legislative Assembly must appoint a special committee to review and assess the impacts and effectiveness of the legislation. The committee must return a report to the Legislation within one year of appointment.

Bill 55 - Passenger Transportation Amendment Act, 2018, has been enacted, but sections of it do not come into effect until the Provincial Cabinet declares them to be in effect.

Once in place, the changes will restrict the role of the City. The key legislative changes that impact the City's authority to regulate PDVs are that the Vancouver Charter is to be amended to:

- Prevent Council from regulating the number of PDVs that may be operated in the City
- Prevent Council from prohibiting PDVs from operating in the City
- Prevent Council from fixing the rates that maybe charged to passengers of passenger directed vehicles

Some of these changes are not aligned with the regulatory principles staff have been pursuing.

1. Absent from the legislation is a requirement for the PTB to consider regional supply and mobility requirements in determining how many company and vehicle licences to issue. (Principle 1)

2. City authority to regulate the number of vehicles operating inside the municipality has been removed. Removal of municipal authority to regulate supply has the effect of transferring full accountability for managing any impact on traffic congestion to the Province. (Principle 3)
3. While the legislation identifies a requirement for the PTB to receive trip data from transportation network services and passenger directed vehicles, it does not set out provisions for municipal access to these data. These data are required for local traffic management and planning. (Principle 3)

With the passing of the legislation, the Legislative Assembly of British Columbia authorized the all-party Select Standing Committee to conduct further inquiry into four key questions relating to the new regulation on transportation network services in early 2019. The City has been invited to present at a Select Standing Committee public hearing in late January 2019 to provide input on 1) criteria for establishing boundaries; 2) how to balance supply of service with consumer demand; 3) criteria for establishing a price and fare regime; and 4) what class of driver's licence should be required.

Strategic Analysis

Taxis and ride-hailing services can provide increased transportation choice and fill a gap in the transportation system, particularly late night service and first and last mile travel options, especially outside of the City of Vancouver to connect into the regional transit system (i.e. SeaBus at Lonsdale). These new shared mobility services also bring concerns around congestion, safety, and regulatory parity, as experienced in many other major cities, especially in the downtown core. As the largest urban centre in the region and most densely populated city in the Province, it is expected that Vancouver will experience a significant proportion of these new ride-hailing services.

The up-coming public hearing of the Provincial Select Standing Committee on Crown Corporations asks for municipal input on four questions:

1. What criteria should be considered when establishing boundaries?
2. How should regulations balance the supply of service with consumer demand, including the application of the Passenger Transportation Board's current public convenience and necessity regime as it pertains to transportation network services?
3. What criteria should be considered when establishing price and fare regimes that balance affordability with reasonable business rates of return for service providers?
4. What class of drivers' licence should be required for ride-hailing drivers to ensure a robust safety regime without creating an undue barrier for drivers?

In light of the opportunity to present at the end of January 2019, the release of Provincial reports and new legislation, a revised set of our submitted January 2018 principles are as follows (additions underlined). Staff propose to use these principles as the basis to develop a submission to the Select Standing Committee in response to the four policy questions set out above.

1. **Regional coordination:** Regulation is coordinated across the Metro Vancouver region and can operate effectively within our regional context to achieve net-positive sustainable transport goals for both the city and region.
2. **Passenger safety:** Companies, drivers and vehicles meet minimum safety standards, and be held accountable for meeting them. Effective enforcement mechanisms and sufficient resources should be in place to ensure compliance.
3. **Enhanced accessibility:** Ride-hailing companies should contribute to a system that maintains or exceeds standards for accessibility and ensures sufficient availability and maintenance of accessible vehicles.
4. **Enhanced mobility:** Ride-hailing is a complement to transit and active travel, thereby advancing shared mobility and contributing to an efficient transportation system including reducing congestion and overall reduced dependency on private vehicle ownership. The following mechanisms support this:
 - a. Ride-hailing vehicles are subject to city by-laws regulating streets, traffic and parking.
 - b. Municipalities are assured access to company/app data for traffic management and policy and planning purposes.
 - c. The City (or region) is provided future opportunities for road user charges (eg. a per-trip mobility fee) to best manage mobility outcomes to best manage curbside demands, minimize congestion, ideally by time of day in any problematic areas, and further incentives to pooled shared vehicles & low emissions are enabled.
5. **Reduced carbon emissions:** Ride-hailing companies have ambitious programs and ultimately targets that encourage drivers to use hybrid or zero emission vehicles to be leaders in provincial climate change transition for all vehicles.
6. **Economic Viability:** The regulatory regime ensures opportunity for financial viability of the existing taxi industry and new entrants to the market for passenger directed vehicle services such as ride-hailing including non-profit organizations.

Recommended Next Steps

Based on Council direction, as well as the current legislation in place by the Province, staff recommend the following next steps:

1. **Jan/Feb 2019:** Provide verbal testimony and written feedback to the Provincial Select Standing Committee on Crown Corporations.
2. **Q1-Q2 2019:** Conduct policy analysis (e.g. comparative municipal ride-hailing model analysis; initial transportation, environmental, economic, and regulatory analysis; SWOT options analysis) and report back to Council with findings and recommendations.

3. **Q2-Q4 2019:** Conduct detailed policy analysis and implementation plan based on Council direction and in alignment with the Provincial regulatory framework. Report back to Council with proposed policy, regulatory, and implementation proposals.

Financial

The financial impacts are unknown at this time. Future analysis and reports to Council will focus on impacts to revenue (i.e. licensing fees) and expenses (staffing, curbside enforcement).

Environmental

The expansion of mobility options through the introduction of ride-hailing and modernization of the taxi industry is likely to impact the number of vehicle kilometres travelled by personal vehicle and impact overall carbon emissions. Monitoring and assessment will be required to assess whether the balance of the impact is negative or positive.

Legal

There are no legal impacts at this time. Future analysis and reports will focus on the identification of legal risks and bylaw impacts.

CONCLUSION

The future of the passenger directed vehicles industry, including taxis and ride-hailing, is important to Vancouver and the Metro region. Staff seek Council endorsement of the regulatory principles on passenger directed vehicles to optimize benefits and reduce risks to municipal and regional mobility.

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APPENDIX A: STAFF SUBMISSION TO STANDING COMMITTEE ON CROWN CORPORATIONS

JANUARY 15, 2018

Submission to the Select Standing Committee on Crown Corporations

INTRODUCTION

The Province has announced its intention to take a made-in-BC regulatory approach to ride-hailing services. This submission to the Select Standing Committee on Crown Corporations provides comments on potential risks and opportunities ride-hailing can bring to BC cities and Vancouver in particular. It also identifies outcomes that should be pursued through any ride-hailing regulation.

Note: This submission has been prepared by City of Vancouver staff based on various strategies, policies, and bylaws passed by City Council regarding transportation planning and the Vancouver ride-hailing industry. It is not a statement of Council policy or direction.

OVERVIEW

There are potential opportunities and benefits to adding ride-hailing to the city's existing complement of mobility options, but the various risks and impacts must be weighed in order to establish a net-positive policy framework for the region.

With strong policy direction to support sustainable transportation, Vancouver has achieved exceptional walk/bike/transit mode share. Ride-hailing services in Vancouver should enhance mobility and contribute to continued mode share transformation. With effective regulation, ride-hailing can provide benefits including more transportation choice and improved first/last mile access.

The City of Vancouver is committed to coordinating with the Region to ensure that shared transportation objectives are met, including, providing affordable and equitable transportation options across the region, supporting active travel, a continued commitment to complementing sustainable multi-modal transportation options, and reducing carbon emissions.

It will be important for a ride-hailing regulatory framework to protect the safety of our citizens, support the local economy, maintain a fair and level regulatory environment for all operators, and enable accessibility and mobility for all. The City of Vancouver has attempted to set standards to ensure high quality of service in Vancouver, and would like to see high quality and consistent regulations in the vehicle-for-hire market going forward.

The regulatory regime for ride-hailing services should yield outcomes that support opportunities and limit risks, while maintaining a fair and level regulatory environment for all operators. Passenger safety, traffic management and enhanced mobility at municipal and regional scales are priorities. Effective licensing and enforcement mechanisms, supported by sufficient enforcement resources, are necessary.

RISKS AND OPPORTUNITIES

Ride-hailing is likely to impact the way some people move around the city and region. This change presents opportunities and risks for urban mobility.

Opportunities

- 1. Increased mobility options and a reduction in private vehicles** - Ride-hailing complements the growing suite of shared mobility options in Vancouver, reducing the need for private vehicle ownership, reducing parking demand, reducing carbon emissions, and contributing to a broader shared mobility future.
- 2. Integration with transit** - While public transit will continue to be prioritized as the preferred mode of travel over vehicles, ride-hailing can fill gaps and increase transportation choice in areas that are hardest to serve by transit, including late night service and providing first/last mile service to areas where transit is highly subsidized.
- 3. Increased accessibility** - Ride-hailing, as another mobility option, may provide more opportunities for those who can't drive. This would also increase the range of multi-modal trips being fully accessible.

Risks

- 4. Safety** - Without safety standards and accountability for ride sourcing companies, passenger or driver safety could be compromised and overall vehicle related accidents could increase.
- 5. Competition with sustainable transportation** - Ride-hailing, if not carefully considered, has the potential to replace walking, cycling and transit, particularly local bus trips. Recent studies of ride hailing in seven major US cities, found that the introduction of ride hailing reduced transit use by an average of 6%¹.
- 6. Accessibility** - Ride-hailing apps and private vehicles may not be accessible to all users, particularly those with disabilities and those who don't have access to the required resources, including a smart phone and a credit card.
- 7. Increased vehicle travel and congestion** - Ride-hailing has the potential to reverse the City of Vancouver's current trend of decreasing vehicle kilometers travelled per capita and increase congestion overall, particularly during peak times. Additionally, the frequent pick-up and drop-off activity generated by ride-hailing may lead to increased congestion caused by illegal stopping in travel lanes, bike lanes, and transit stops. Among other impacts, increased congestion impedes transit service, increases carbon emissions, and slows the movement of goods.
- 8. Viability of the taxi industry** - Ride-hailing companies offer transportation services similar to those offered by taxis. The taxi industry in Vancouver is comprised of local businesses that provide local jobs with protections and benefits. If the taxi industry is to remain viable, regulation of taxi and ride-hailing services must either be harmonized to the extent that both services can compete for the same customer base, or sufficiently distinguished so that consumers are choosing between two different kinds of service. It is important that the

¹ Clewlow, Regina R. and Gouri S. Mishra (2017) Disruptive Transportation: The Adoption, Utilization, and Impacts of Ride sourcing in the United States. Institute of Transportation Studies, University of California, Davis, Research Report UCD-ITS-RR-17-07

Province establish a regulatory framework that creates equal opportunity and sustains economic livelihood for the local vehicle for hire companies. Analysis of data released by the NYC Taxi and Limousine Commission for June 2013 to June 2015 shows that 87% of the growth in Uber trips in New York's Central Business District were taxi substituted trips, whereas only 13% of the growth was attributed to new demand².

REGULATORY REGIME AND OUTCOMES

A regulatory regime for ride-hailing should be developed through on-going consultation between the Province, municipalities, and regional authorities. The regulatory regime should be designed to enable opportunities and mitigate the potential risks of ride hailing and should aim to achieve the following outcomes with supportive mechanisms in place:

1. **Regional coordination** - Ride-hailing is coordinated across the Metro Vancouver region and can operate effectively within our regional context, under a clear and consistent policy framework.
2. **Passenger safety** - Companies, drivers and vehicles all should meet or exceed minimum safety standards, and be held accountable for meeting the expectations. Effective enforcement mechanisms and sufficient resources should be in place to ensure compliance. Safety standards include:
 - o minimum standards for vehicle mechanical condition
 - o minimum requirements for driver background check
 - o minimum requirements for driver training

The public should be made aware of the roles and responsibilities of ride-hailing service providers. A clear mechanism should exist for submissions and resolution of complaints.

3. **Enhanced mobility** - Ride-hailing is a complement to transit and active travel, thereby, advancing shared mobility and contributing to an efficient transportation system. The following mechanisms should support this:
 - Ride-hailing vehicles are subject to city by-laws regulating streets, traffic and parking.
 - Municipalities are assured access to company/app data for traffic management and policy and planning purposes. Access to app data will allow municipalities to manage traffic impacts and regulations such as passenger zones to meet the needs of all road users including app based ride sourcing customers. In addition, the data will provide insight to better understand user trips including their origin and destination to allow for more strategic planning and design to help the City achieve our goals on sustainable transportation. Recommended data types include (aligning with privacy standards):
 - o Pick up and drop off locations to the block or intersection level (postal code is not granular enough for useful analysis)
 - o Travel time and routing.
 - o Vehicle kilometres travelled
 - o Safety and collision history

² The Economist (2015). "Taxi v Uber: A tale of two cities."

- Initiatives that integrate ride-hailing with transit should be created to better support first/last mile travel at rapid transit stations and along the Frequent Transit Network.
 - Exploring a per trip tax or levy on ride hailing services that can be further directed back towards transit and active transportation should be explored as part of all future mobility pricing scenarios.
- 4. Enhanced Accessibility** - Ride-hailing companies should contribute to a system that maintains or exceeds standards for accessibility and ensures sufficient availability and maintenance of accessible vehicles.
 - 5. Reduced carbon emissions** - A mechanism to require ride-hailing companies to have programs that encourage their drivers to use hybrid or zero emission vehicles should be considered.

CONCLUSION

With effective policy development and regulation, ride-hailing can contribute to shared provincial, regional and municipal goals for transportation. Staff at the City of Vancouver look forward to collaborating with the Province on the implementation of the ride-hailing policy framework.

APPENDIX B: Current Vehicle for Hire Licensing and Regulatory Framework in the City of Vancouver

City of Vancouver Types and number of vehicles licensed under Vehicles for Hire by-law (November 2017)

Airport Transporter	1	Pedicab Lessee	19
Bicycle Courier	80	Pedicab Company	8
Charter Bus	406	School Cab	2
Charter Van	4	School Shuttle Van	1
Driver Instruction Cab	40	Taxicab*	848
Driver Training Office	25	Taxicab Premises	4
Driver Training School	1	Tow Truck	26
Horse-drawn Carriage	7	U-Drive	22
Limousine	154	Vehicle-for-Hire Office	61
Motor Stage	73		

***Licensed Taxis**

Full Time Taxis	765
Part Time Taxi	89

City of Vancouver licensing requirements for taxis per Vehicles for Hire By-law

Taxis

To be eligible for COV licensing (and issue of COV taxi license plate) each taxi must have:

- BC Passenger Transportation Branch Special Authorization license
- BC Passenger Transportation Branch license plate
- BC Commercial Vehicle Inspection Program certificate and decal (mechanical inspection, every 6 months)
- ICBC Insurance
- National Safety Code
- A police background check from Vancouver Police

Each driver of a taxi requires: (Vehicles for Hire By-law)

- A chauffeur's permit from Vancouver Police Department – renewed every two years; includes criminal records check
- A Class 1, 2 or 4 driver's license from ICBC
- A TaxiHost Pro certificate from the Justice Institute Taxihost Training program and Ask-Listen-Act training for skills related to transporting people with disabilities
- Must be 19 years of age and can speak, read and write in English

Taxi vehicle requirements: (Vehicles for Hire By-law)

- Illuminated sign with the word "Taxi" or "Cab"
- Permanently decal with the word "Taxi" or "Cab" no smaller than 5cm displayed on rear or front doors
- Unique identifying number no less than 9cm displayed on both sides of vehicle and on the rear and displayed on the inside of the vehicle visible to the passenger(s)

- No tinted windows, or blinds, shades or similar than restricts visibility, except for wheelchair accessible taxis
- Must record all trips with the date, time and address of intersection where the trip started and ended.
- Must be available 24/7 unless the vehicle is not serviceable due to an accident/investigation
- Must be equipped with a Taxi Meter
- Vehicle Age
 - Newly licensed vehicle can be no more than two years old from the date of manufacture
 - Renewed licenses can be no more than seven years from the date of manufacture
- Equipped with GPS, operational at all times and retain the data for 365 days

Part-time Taxis

Must meet all of the above requirements except:

- Must display the letter “S” immediately following the unique identifier for the vehicle
- Can only be in service from 3:00 p.m. from Friday and Saturday, ending no later than 6:00 a.m., and on special occasions such as Celebration of Lights, heavy cruise days, etc.

Vehicle Inspections

Taxis are inspected upon initial licensing and re-inspected bi-annually. A team of five staff attend the track for a period of four to five weeks in order to inspect the entire taxi fleet. Inspections are to test the accuracy of the meter and to note any cleanliness or esthetic concerns on the vehicles.

Jurisdictional regulation of taxis

Provincial

Motor Vehicles Act

Passenger Transportation Act and Regulations

Passenger Transportation Board

- Issues licenses to taxi companies
- Issues and determines total number of taxi licenses per municipality and per company
- Sets terms and conditions of taxi licenses
- Issues provincial commercial passenger plate
- PTB regulates the number of suburban taxis that can operate downtown during peak demand
- Regulates where taxis can operate – boundaries between municipalities; airport
- Sets fare rates

Market value for licenses:

- Because the total number of vehicle licenses issued to taxi companies is restricted by the Province and City, each license has ‘value’; taxi companies charge taxi drivers for access to those licenses.

COV By-laws

Vehicles for Hire

- Sets conditions on vehicles: type, condition, age, identification, operation
- Sets conditions on drivers: training requirements
- Sets conditions on vehicle owners
- Set fee for vehicle licence

License By-law

- Set fee for licensing of company

Streets and Traffic

- taxis can use transit lanes
- location of taxi stands

Parking By-law

- where taxis can park and for how long

Granville Mall By-law

- where taxis can stop, drop off and pick up in the Granville Mall

Other Related COV Strategies and Policies:

- Greenest City Action Plan - <http://vancouver.ca/green-vancouver/greenest-city-action-plan.aspx>
- Renewable City Strategy - <http://vancouver.ca/green-vancouver/renewable-city.aspx>
- Transportation 2040 - <http://vancouver.ca/streets-transportation/transportation-2040.aspx>