

BY-LAW NO.

**A By-law to amend Street and Traffic By-law No. 2849
Regarding Transportation Network Services**

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This By-law amends the indicated provisions of the Street and Traffic By-law.
2. In section 3, Council adds the following definitions in the correct alphabetical order:
 - (a) **“Accessible Passenger Directed Vehicles”** has the same meaning as in the Passenger Transportation Act.”;
 - (b) **“Metro Core”** means area west of Clark Drive, north of 16th Avenue, east of Burrard Street, and south of Burrard Inlet.”; and
 - (c) **“Transportation Network Services”** has the same meaning as in the Passenger Transportation Act.”.
3. In section 3, Council strikes out the definition of “Zero Emission Vehicle” and substitutes:

“Zero-emission Vehicle” means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source, or a motor vehicle that has been approved by the City Engineer as a zero-emission vehicle.”.
4. Council adds a new section 21.8 as follows:

“21.8 (1) Except for accessible passenger directed vehicles, a transportation network services provider must not cause, allow, or permit any passenger directed vehicles being operated under the license issued to them under the Passenger Transportation Act to stop to pick up or drop off any passengers on any city street within the Metro core between 7:00 a.m. and 7:00 p.m. unless they hold a valid congestion and management permit, in which case the passenger directed vehicles may stop at any place where stopping is permitted within the Metro core between 7:00 a.m. and 7:00 p.m. for the purposes of picking up or dropping off passengers.

(2) The City Engineer may issue a congestion and curbside management permit to a transportation network services provider for a fee of \$0.15 per pick up or drop off within the Metro core between 7:00 a.m. and 7:00 p.m. for zero-emission vehicles, and \$0.30 per pick up or drop off within the Metro core between 7:00 a.m. and 7:00 p.m. for all other passenger directed vehicles, payable monthly at the end of each month in a manner satisfactory to the City Engineer.”.
5. In section 23.6(b), Council strikes out “, being the area west of Clark Drive, north of 16th Avenue, east of Burrard Street, and south of Burrard Inlet”.

6. In section 100, Council strikes out “and E” and substitutes “, E, F, G, and H”.
7. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.
8. This By-law is to come into force and take effect on January 6, 2020.

ENACTED by Council this _____ day of _____, 2019

Mayor

City Clerk

EXPLANATION

A By-law to amend Street and Traffic By-law No. 2849 Regarding Transportation Network Services

Following the Standing Committee on City Finance and Services Meeting on October 2, 2019, Council resolved to amend the Street and Traffic By-law No. 2849 regarding Transportation Network Services. Enactment of the attached by-law will accomplish Council's resolution.

Director of Legal Services
October 2, 2019

BY-LAW NO.

**A By-law to amend License By-law No. 4450
Regarding Passenger Directed Vehicles**

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This By-law amends the indicated provisions of the License By-law.
2. In section 2, Council adds the following definitions in the correct alphabetical order:
 - (a) ““Accessible Passenger Directed Vehicle” has the same meaning as in the Passenger Transportation Act.”;
 - (b) ““Zero-Emission Vehicle” means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source, or a motor vehicle that has been approved by the City Engineer as a zero-emission vehicle.”;
 - (c) ““Mobility Aid” has the same meaning as in the Passenger Transportation Act.”;
 - (d) ““Passenger Directed Vehicles” means taxis, limousines, and vehicles operated under a license held by a transportation network service provider under the Passenger Transportation Act.”;
 - (e) ““Transportation Network Services” has the same meaning as in the Passenger Transportation Act.”; and
 - (f) ““Passenger Directed Vehicle Services” means a person carrying on the business of providing passenger directed vehicles.”.

3. Council adds a new section 26.5 as follows:

“

PASSENGER DIRECTED VEHICLE SERVICES

- 26.5 (1) The provisions of this section apply to all persons carrying on the business of providing passenger directed vehicle services.
- (2) Every person providing passenger directed vehicle services must provide the Inspector with any information, including personal information, and data that the Inspector may require, including, without limitation, information and data respecting:
- (a) the passenger directed vehicles operating under the authority of that passenger directed vehicle services provider, including the license plate number of each vehicle, and the number of accessible passenger directed vehicles and zero emission vehicles;

- (b) the availability of the passenger directed vehicles, at given points in time, for hailing by the methods as permitted under the Passenger Transportation Act; and
 - (c) trips taken by passengers transported in passenger directed vehicles, including:
 - (i) pick-up times and locations in decimal degrees latitude and longitude,
 - (ii) drop-off times and locations in decimal degrees latitude and longitude,
 - (iii) trips taken by passengers in accessible passenger directed vehicles and zero-emission vehicles, and
 - (iv) trips taken by passengers that included pick-ups or drop-offs in the Metro core, as defined in the Street and Traffic Bylaw.
- (3) All information and data that the Inspector requires must be submitted on a monthly basis, within 5 business days of the end of each month.
- (4) If additional passenger directed vehicles begin operating under the authority of a passenger directed vehicle services provider after the annual license fee is paid, the passenger directed vehicle services provider shall:
 - (a) report the additional vehicles to the Inspector, indicating the total number of vehicles added, and the number of accessible passenger directed vehicles and zero-emission vehicles added, within 5 business days of the end of the month in which the vehicles were added; and
 - (b) shall pay the additional per vehicle fee set out in Schedule "A", pro-rated by dividing the applicable annual license fee for each vehicle by 12 and multiplying the resulting number by the number of whole or partial months remaining in that calendar year.
- (5) Every passenger directed vehicle services provider must ensure that the drivers of passenger directed vehicles operating under their authority comply with all City by-laws."

4. In Schedule A, Council adds the following in the correct alphabetical order:

“Passenger Directed Vehicle Services	Per annum, plus	\$155.00
	for each vehicle except for accessible passenger directed vehicles and zero-emission vehicles	\$100.00”.

5. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.

6. This By-law is to come into force and take effect on the date of its enactment.

ENACTED by Council this _____ day of _____, 2019

Mayor

City Clerk

EXPLANATION

A By-law to amend License By-law No. 4450 Regarding Passenger Directed Vehicles

Following the Standing Committee on City Finance and Services Meeting on October 2, 2019, Council resolved to amend the License By-law No. 4450 regarding Passenger Directed Vehicles. Enactment of the attached by-law will accomplish Council's resolution.

Director of Legal Services
October 2, 2019

BY-LAW NO.

**A By-law to amend Vehicles for Hire By-law No. 6066
Regarding the Passenger Transportation Amendment Act
and Inflationary Adjustment Fees for 2020**

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This By-law amends the indicated schedules of the Vehicles for Hire By-law.
2. In section 2, Council strikes out the following definitions:
 - (a) Chauffeur's Permit;
 - (b) Chauffeur's Permit (New Driver);
 - (c) Chauffeur's Permit (Graduated Driver);
 - (d) Limousine; and
 - (e) Taximeter.
3. In section 2, Council amends the Vehicle for Hire definition by:
 - (a) adding “, other than a passenger directed vehicle as defined in the License By-law,” after “means a vehicle”;
 - (b) striking out the following classifications:
 - a. Antique Limousine;
 - b. Bus Limousine;
 - c. Dual Taxicab;
 - d. Handicapped Cab;
 - e. Luxury Limousine;
 - f. Part-time Taxicab;
 - g. Sedan Limousine;
 - h. Sport Utility Limousine;
 - i. Stretch Limousine; and
 - j. Taxicab.
4. In section 4(b), Council strikes out “section 7(2)” and substitutes “section 6(2)”.
5. Council:
 - (a) strikes out the following sections:
 - i. section 6,
 - ii. section 7A,
 - iii. section 11(5),
 - iv. section 13,
 - v. section 14,
 - vi. section 18,
 - vii. section 23,
 - viii. section 24, and
 - ix. section 25; and

- (b) renumbers sections 7, 8, 9, 11, 12, 15, 16, 19, 20, 21, 22, and 26 through 34 as sections 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, and 17 through 25, respectively.
6. In section 6, Council:
- (a) in section 6(3):
 - i. adds “and” to the end of section 6(3)(d),
 - ii. strikes out “and” at the end of section 6(3)(e) and substitutes “.”, and
 - iii. strikes out section 6(3)(f);
 - (b) strikes out section 6(5); and
 - (c) strikes out section 6(6).
7. In section 8, Council:
- (a) in section 8(2), strikes out “section 7(3)” and substitutes “section 6(3); and
 - (b) in section 8(5), strikes out “section 7(1)” and substitutes “section 6(1).
8. In section 11, Council:
- (a) renumbers section 11(2)(a) as section 11(3);
 - (b) in renumbered section 11(3), strikes out “section 15(2)” and substitutes “section 11(2); and
 - (c) renumbers sections 11(3) through 11(5) as sections 11(4) through 11(6), respectively.
9. In section 12(4), Council strikes out “including, without limitation, section 12.6”.
10. In section 14(1)(l), Council strikes out “section 2 of”.
11. In section 16, Council:
- (a) strikes out the following sections:
 - (i) section 16(1),
 - (ii) section 16(2),
 - (iii) section 16(3), and
 - (iv) section 16(7); and
 - (b) renumbers the remaining sections 16(4) through 16(6) as sections 16(1) through 16(3), respectively.
12. In section 18(6), Council strikes out “section 27” and substitutes “section 18”.

- 13. In section 19, Council:
 - (a) in section 19(6), strikes out “holds a subsisting taxi driver’s license in the case of taxicabs, or in the case of any other vehicle for hire”;
 - (b) in section 19(14), strikes out the final sentence; and
 - (c) strikes out section 19(17).

- 14. In section 23(1), Council strikes out “section 7(1), 23(14), 23(15)(b) or (c), 23(16) or 23(21)(a)” and substitutes “section 6(1)”.

- 15. Council:
 - (a) repeals Schedule A, and substitutes Schedule A attached to this By-law; and
 - (b) approves the fees set out in the new Schedule A.

- 16. Council strikes out “Schedule 1” at the top of Schedule B, and substitutes “Schedule B”.

- 17. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.

- 18. This By-law is to come into force and take effect on the date of its enactment.

ENACTED by Council this _____ day of _____, 2019

Mayor

City Clerk

Year 2020 Vehicles for Hire License Fees

SCHEDULE A

A classification of carriers and respective license fees payable by such person.

The following license fees are payable by every person owning or operating any of the following vehicles for hire in the City of Vancouver:

Airport Shuttle Bus	Per annum for each vehicle	\$92.00
Airport Transporter	Per annum for each vehicle	\$192.00
Charter Bus	Per annum for each vehicle	\$192.00
Charter Van	Per annum for each vehicle	\$192.00
Courier Bicycle	Per annum for each vehicle	\$21.00
Driver Instruction Vehicle	Per annum for each vehicle	\$192.00
Horse-Drawn Carriage	Per annum for each vehicle	\$632.00
Motor Stage	Per annum for each vehicle	\$192.00
Pedicab	Per annum for each vehicle	\$192.00
For each person operating a leased vehicle on a daily fee basis	Per annum	\$13.00
School Cab	Per annum for each vehicle	\$192.00
School Shuttle Van	Per annum for each vehicle	\$192.00
Tow Truck	Per annum for each vehicle	\$192.00
U-Drive	Per annum for each vehicle with 4 or more wheels	\$53.00
	Per annum for each vehicle with less than 4 wheels	\$14.00

Unless otherwise provided herein, the licence fee to operate a vehicle licenced for one purpose shall be \$87 for each additional purpose authorized by this By-law. \$87.00

Administrative costs

Transfer of Licence - Sec. 9(4)	\$155.00
Replacement Plate - Sec. 10(4)	\$38.00
Bicycle Courier Testing - Sec. 11(1)	\$43.00

Pro-rated license fees

If a person commences owning or operating a vehicle for hire after January 1 in any calendar year, the license fee is to be pro-rated by dividing the applicable annual license fee by 12 and multiplying the resulting number by the number of whole or partial months remaining in that calendar year except that:

- (a) annual licence fees that are less than \$80 will not be pro-rated; and
- (b) the minimum licence fee for any vehicle for hire shall be the lesser of \$80 or the full amount of the annual licence for that vehicle for hire.

EXPLANATION

A By-law to amend Vehicles for Hire By-law No. 6066 Regarding the Passenger Transportation Amendment Act and Inflationary Adjustment Fees for 2020

Following the Standing Committee on City Finance and Services Meeting on October 2, 2019, Council resolved to amend the Vehicles for Hire By-law No. 6066 regarding the Passenger Transportation Amendment Act and inflationary adjustment fees for 2020. Enactment of the attached by-law will accomplish Council's resolution.

Director of Legal Services
October 2, 2019

BY-LAW NO.

**A By-law to amend Parking Meter By-law No. 2952
Regarding Transportation Network Services**

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This by-law amends the indicated provisions of the Parking Meter By-law No. 2952.
2. In section 2, Council adds the following definition in the correct alphabetical order:

 "“Passenger Directed Vehicle” means taxis, limousines, and vehicles operated under a license held by a transportation network service provider under the Passenger Transportation Act.”.
3. In section 6(5), Council strikes out “taxicabs” and substitutes “passenger directed vehicles”.
4. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.
5. This By-law is to come into force and take effect on the date of its enactment.

ENACTED by Council this _____ day of _____, 2019

_____ Mayor

_____ City Clerk

EXPLANATION

A By-law to amend Parking Meter By-law No. 2952 Regarding Transportation Network Services

Following the Standing Committee on City Finance and Services Meeting on October 2, 2019, Council resolved to amend the Parking Meter By-law No. 2952 regarding Transportation Network Services. Enactment of the attached by-law will accomplish Council's resolution.

Director of Legal Services
October 2, 2019

BY-LAW NO.

**A By-law to amend Granville Mall By-law No. 9978
Regarding Transportation Network Services**

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

- 1. This By-law amends the indicated provisions of the Granville Mall By-law.
- 2. In section 2, Council:
 - (a) strikes out the definition of “limousine” and substitutes ““limousine” means a vehicle licensed as such by the Passenger Transportation Board, and being operated as a limousine and not as a transportation network services vehicle;”;
 - (b) strikes out the definition of “taxi” and substitutes ““taxi” means a vehicle licensed as such by the Passenger Transportation Board, and being operated as a taxi and not as a transportation network services vehicle;”
 - (c) strikes out “and” at the end of the definition for “transitway”; and
 - (d) adds the following definition in the correct alphabetical order:

““transportation network services vehicle” means a vehicle being operated under a license held by a transportation network service provider under the Passenger Transportation Act; and”.
- 3. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.
- 4. This By-law is to come into force and take effect on the date of its enactment.

ENACTED by Council this _____ day of _____, 2019

Mayor

City Clerk

EXPLANATION

A By-law to amend Granville Mall By-law No. 9978 Regarding Transportation Network Services

Following the Standing Committee on City Finance and Services Meeting on October 2, 2019, Council resolved to amend the Granville Mall By-law No. 9978 regarding Transportation Network Services. Enactment of the attached by-law will accomplish Council's resolution.

Director of Legal Services
October 2, 2019