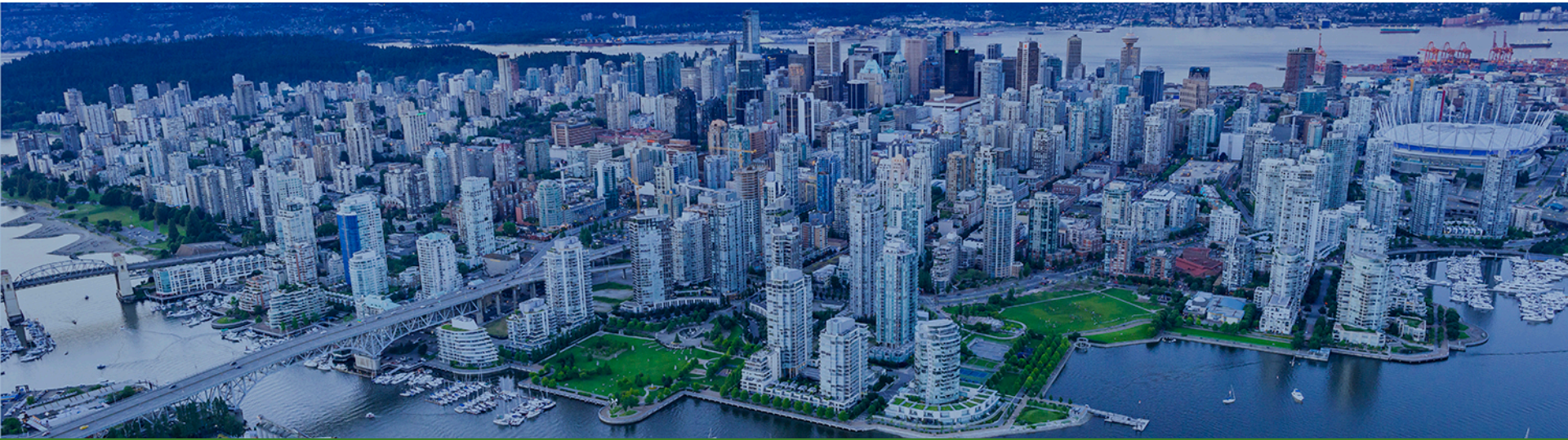


By-laws for an Inter-Municipal Ride-hailing Business Licence

Sarah Hicks, Deputy Chief Licence Inspector

February 25, 2020

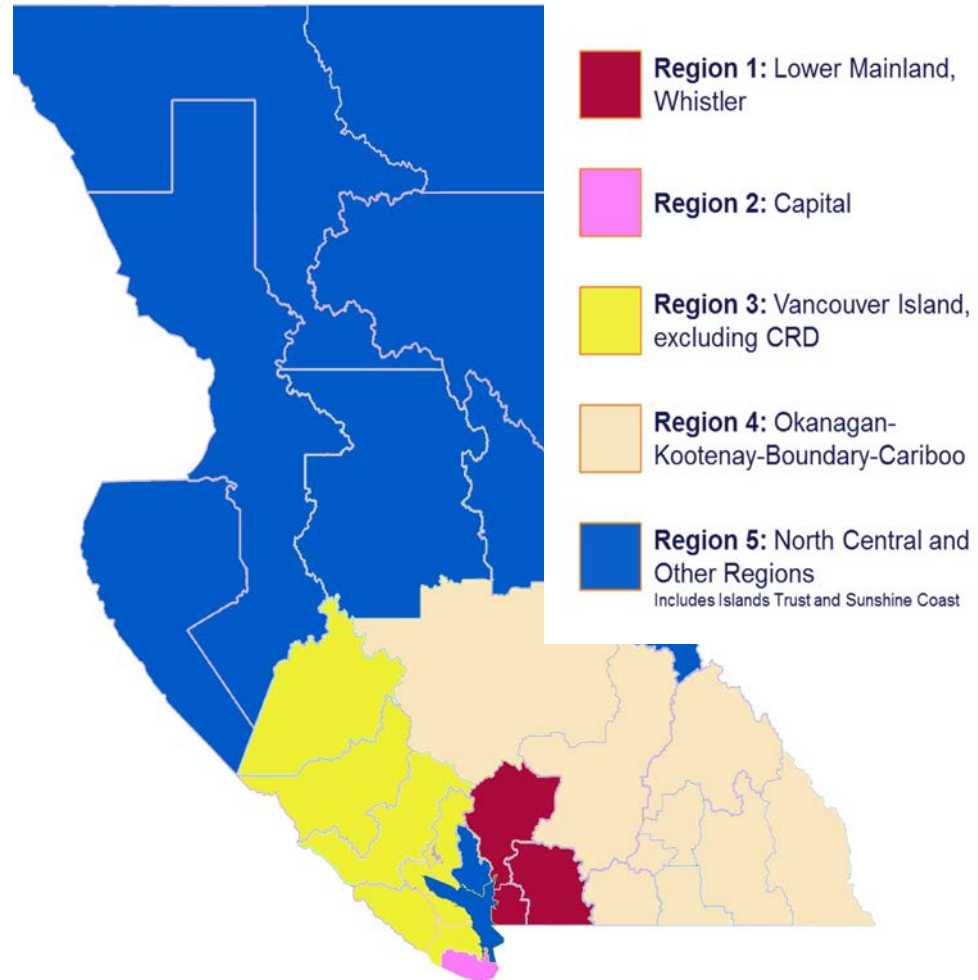


Provincial Ride-hailing Regulation

September 2019

New Provincial regulations in force

- **Province** has sole authority over company fleet size, operating areas, and driver training
- **Ride-hailing companies** have regional operating areas; Vancouver is in Region 1 (Whistler - Lower Mainland)
- **Ride-hailing companies** can have an unlimited number of vehicles
- **Ride-hailing drivers** require a Class 4 driver's licence
- **Municipalities** retain authority to issue business licences and regulate street use



October 2, 2019

Vancouver enacted ride-hailing by-laws

- \$155 company fee + per vehicle fees
- Congestion and Curbside Management Permit (CCMP)
- Detailed trip and vehicle data required
- Harmonized business licence fees for taxis, limousines and ride-hailing

Council directed staff

- Work with regional partners on inter-municipal business licence for ride-hailing companies;

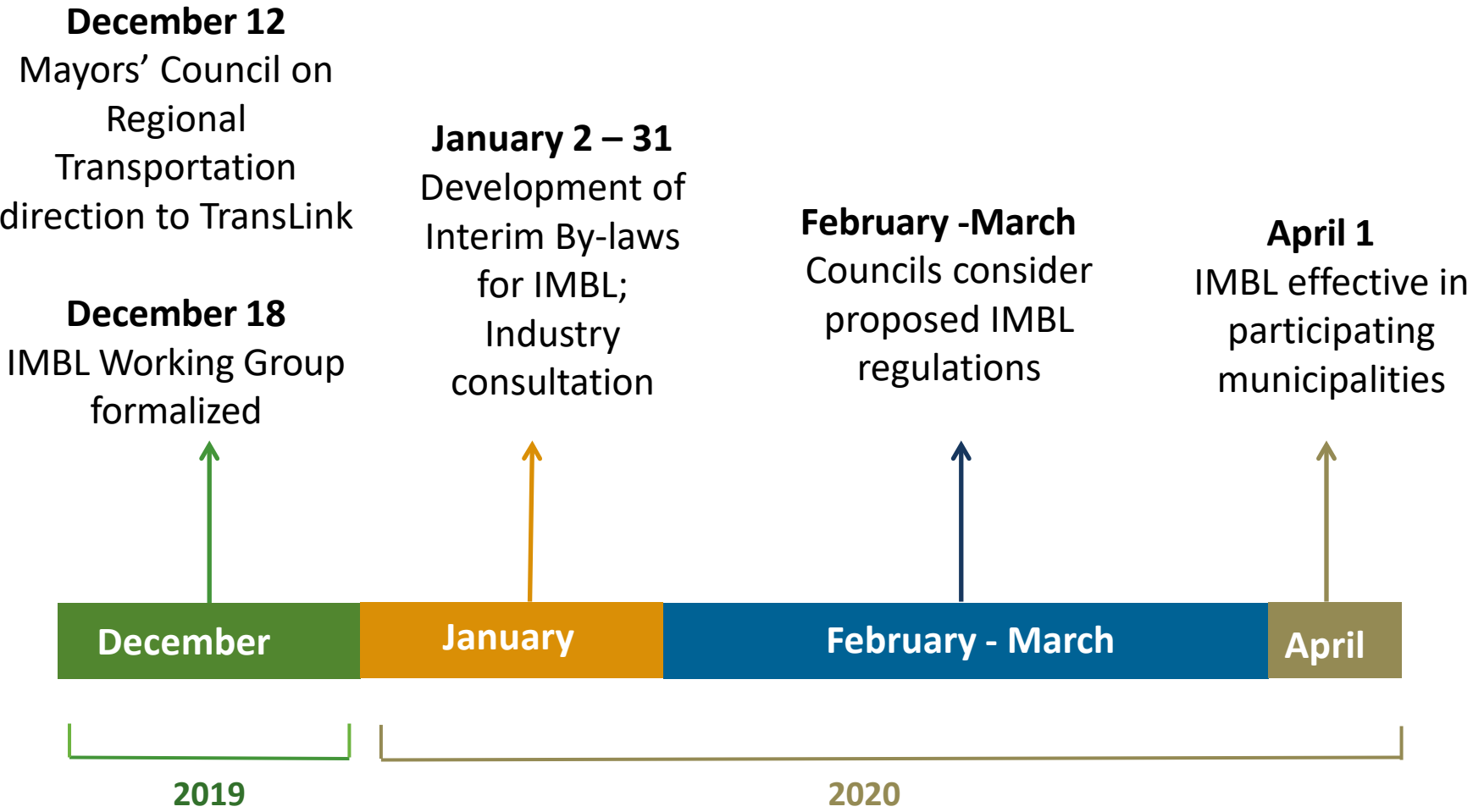
Taxis cannot be considered for IMBL as taxi operating area restricted by PTB



IMBL

- Allows companies to operate in multiple municipalities with just one licence
- Requires participating municipalities to enter into an agreement and enact common by-laws
- Participating municipalities agree upon licence terms such as
 - Licence fee
 - Revenue sharing agreement
 - Licence conditions

Timeline IMBL Development & Implementation



Proposed IMBL

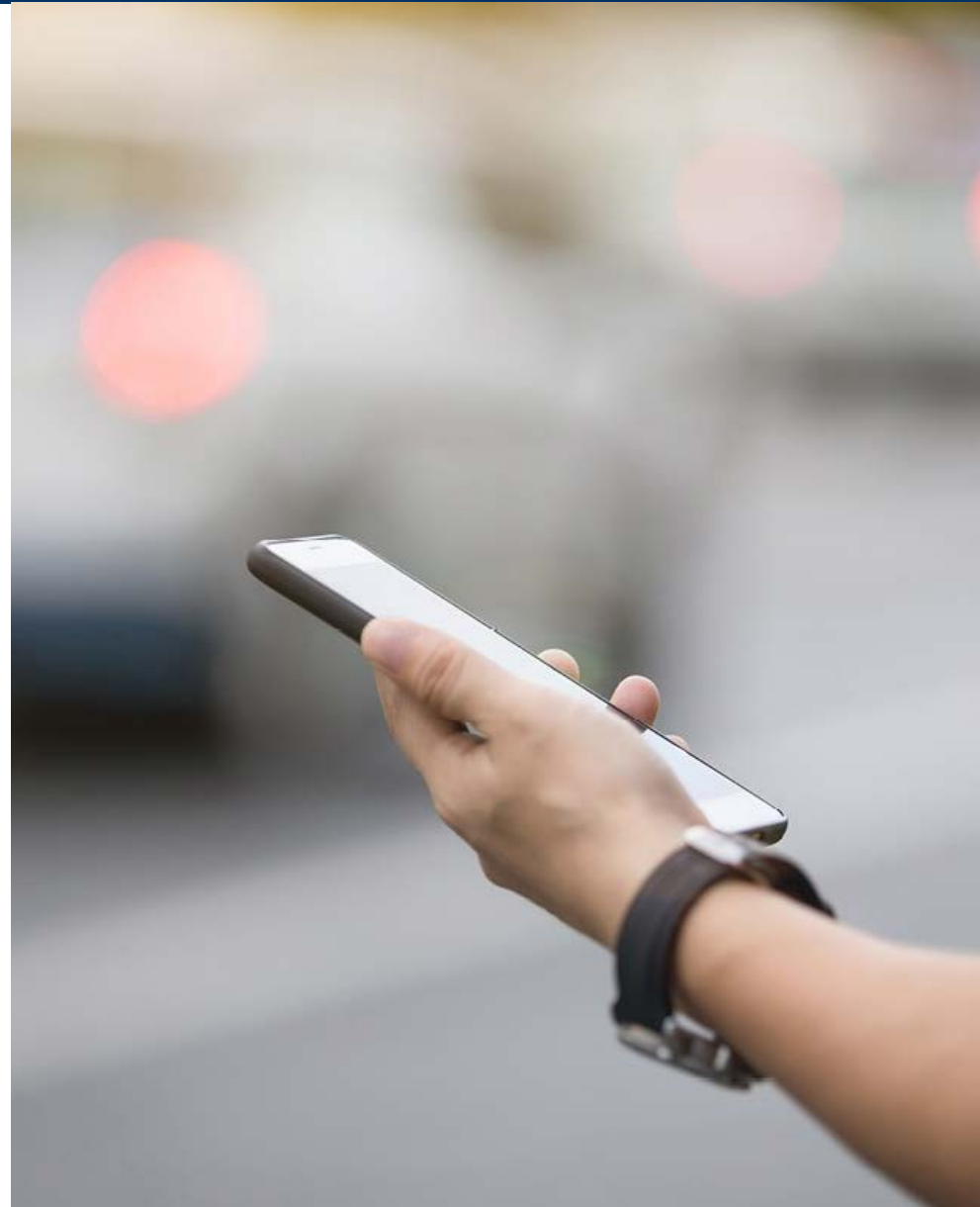
Licence Fee, Structure, Condition	City of Vancouver PDV Licence	Proposed IMBL	Same or Different
Licensing Authority	City of Vancouver issues municipal business licence	The City of Vancouver issues all IMBLs for the participating municipalities	Different
Operating Area	Vancouver	Participating Region 1 municipalities	Different
Annual Fee (pro-rated on calendar year)	\$155 company fee	\$155 company fee	Same
	\$100 fee per standard vehicle	\$150 fee per standard vehicle	Different
	\$0 fee per wheelchair accessible vehicle	\$0 fee per wheelchair accessible vehicle	Same
	\$0 fee per zero emission vehicles	\$30 fee per zero emission vehicles	Different

Proposed IMBL

Licence Fee, Structure, Condition	City of Vancouver PDV Licence	Proposed IMBL	Same or Different
Data Submission	<p>Monthly</p> <ul style="list-style-type: none"> Detailed data on trips in Vancouver Number and type of vehicles registered with the company 	<p>Monthly</p> <p>Total number of</p> <ul style="list-style-type: none"> Pick-ups & drop-offs in each participating municipality Number and type of vehicles registered 	Different
Compliance with by-laws of participating municipalities	Congestion and Curbside Management Permit (CCMP) required	Companies must comply with by-laws in all participating municipalities	Same

Vehicle and Trip Data

- The BC Passenger Transportation Branch (PTB) collects comprehensive trip and vehicle data
- Municipalities expect to access these data through a Partnership Agreement with the PTB



- February and March 2020
 - Participating municipalities consider the by-laws
- If proposed IMBL is approved:
 - Companies can apply to the City of Vancouver for the IMBL
 - Fees paid for municipal licences can be credited toward the IMBL fee
 - IMBL issued and effective April 1, 2020

Staff will:

- Monitor Impacts of the industry
- Work with partner municipalities to refine terms for a permanent ride-hailing IMBL
- Bring recommendations to Council for the permanent IMBL – date to be determined

THANK YOU