



REPORT

Report Date: March 2, 2020
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VanRIMS No.: 08-2000-20
Meeting Date: September 15, 2020
[Submit comments to Council](#)

TO: Vancouver City Council
FROM: Chief Licence Inspector
SUBJECT: Amendments to Vehicles for Hire By-law - Private Impoundment Towing Rates

RECOMMENDATION

- A. THAT Council approve, in principle, the proposed schedule shown in Appendix A to be the rates and fees for vehicles impounded from private property that tow truck operators are authorized to charge under the *Vehicles for Hire By-law*, which consists of:
- I. Towing and storage rates as set out in the Insurance Corporation of British Columbia's (ICBC) Rate Payment Schedules as of March 2020;
 - II. Fuel surcharge as set out in ICBC's Fuel Surcharge and Quick Reference Towing Distance Guides as of July 2020;
 - III. Release rates which are half the proposed tow rates plus the fuel surcharge and half of any other applicable fees when a vehicle owner collects their vehicle before a tow is completed; and
 - IV. A fee for tows that require the use of a dolly and a fee for tows that occur in a multi-level parkade.
- B. THAT Council approve, in principle, a requirement that every holder of a tow truck licence under the *Vehicles for Hire By-law* make available, upon request, the rates and fees they are authorized to charge under the *Vehicles for Hire By-law*.

- C. THAT Council instruct the Director of Legal Services to bring forward for enactment the necessary by-law amendments for the rates and fees for private impoundment, as approved in resolutions A and B and as generally shown in Appendix B.

REPORT SUMMARY

The City of Vancouver regulates the tow truck industry, in support of consumer protection for motorists and the economic viability of the City's private tow truck industry. The rates and fees for vehicles impounded from private property are set in the *Vehicles for Hire By-law*. These rates were last updated in 2016 when Council approved a 22 per cent increase to account for inflation between 2007 and 2016. Vehicles towed from City streets and parks (public land) are charged rates and fees as enumerated in Schedule A of the *Impounding By-law*, which are based on ICBC's Towing Rate and Payment Schedules for accident tows. ICBC's Towing Rate and Payment Schedules are also used by many other municipalities in the Lower Mainland for vehicles impounded from private property.

This report responds to the need to regularly review the rates and fees for vehicles impounded from private property due to rising costs. The timing also aligns with Council's priority to protect and build a resilient local economy and in particular to support local business and local jobs recovery due to COVID-19.

To maintain the balance between consumer protection and economic viability for the tow truck industry, and better align the City's towing rates for vehicles impounded on public and private property; staff recommend that Council adopt the new private impoundment rate schedule, as generally shown in Appendix A, which includes:

- The towing rates which include distance travelled and storage rates as set out in the ICBC Rate Payment Schedules;
- The fuel surcharge as set out in ICBC'S Fuel Surcharge and Quick Reference Towing Distance Guides;
- Release rates that are half the regular tow rate plus the fuel surcharge and half of any other fees applicable to the tow (i.e. dolly fee, multi-level parkade fee); and
- The addition of a \$25 fee that will apply to tows requiring a dolly and a \$10 fee that will apply to vehicles impounded from multi-level parkades, to acknowledge the added complexity and time needed for these types of tows.

To ensure public transparency of the rates and fees for vehicles impounded from private property, staff also recommend that Council approve a requirement that every holder of a tow truck licence under the *Vehicles for Hire By-law*, make available upon request, the rates and fees they are authorized to charge under the *Vehicles for Hire By-law*.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

The *Vancouver Charter* authorizes the City to regulate the rates and fees for impoundment of vehicles from private property as a result of Council's authority over businesses.

In 2016, Council approved a 22 per cent fee increase to the private impoundment rates and vehicle release fees to account for inflation between 2007 and 2016. At that time, City staff committed to review private impoundment tow rates in the context of current practices in other jurisdictions as well as the rate structure for vehicle impoundment from City streets and parks.

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The City Manager recommends approval of the foregoing.

REPORT

Background/Context

Private impoundment rates and fees in Vancouver

Private impoundment includes the seizure, removal and detention of any vehicle which is unlawfully placed, left or kept on private property. The rates and fees for vehicle impoundment can include any towing, release, storage and other charges related to removal, transport and detention of a vehicle.

The City currently regulates the rates and fees for impoundment of vehicles from private property under Section 17 of the *Vehicles for Hire By-law*. Table 1 outlines the City’s current rate structure. There are two vehicle weight classes, with flat rates of \$91.42 for vehicles that weigh 3,628 kg or less and \$98.31 for vehicles that weigh more than 3,628 kg. A release rate of half the corresponding flat rate is charged to the owner if they arrive at the vehicle before the tow is completed. Vehicles towed to the towing company’s impound lot are charged a daily storage fee that differs by length of vehicle. Storage rates have historically been subject to written agreement from tow companies and not included in the *Vehicles for Hire By-law*.

Table 1 – Current rates and fees for private impoundment in Vancouver

Weight Category	3,628 kg or less		More than 3,628 kg	
Towing rate	\$91.42 (flat rate)		\$98.31 (flat rate)	
Release rate (Half the tow rate)	\$45.71		\$49.16	

Storage fee based on vehicle length (metre)² (per-day)	Up to 20' (6.1m) Most cars, trucks, SUVs, cargo vans	> 20' (6.1m) to 35' (10.7m) Larger trucks, motor homes	> 35' (10.7m) Trailers, semi-trailers	Motorcycles
		\$22.87	\$45.74	\$68.61

Provincially regulated rates and fees for vehicle impoundment

The Provincial Government sets tow rates for vehicles that are impounded by a Peace Officer pursuant to the *Motor Vehicle Act (MVA)* for vehicle-related offences as well as accident tows. These rates are set out in the *MVA’s BC Lien on Impounded Motor Vehicle Regulation*

262/2010¹ and the ICBC *Towing Rate Payment Schedules*², respectively. Both rate structures are nearly identical with minor differences in the ability to charge fees for usage of dollies and administrative costs related to reclaiming a vehicle. In addition, both rate schedules allow for charging of fuel surcharges, storage fees and distance travelled. Additional details on the ICBC and *MVA* rate schedules are available in the footnotes.

Public impoundment rates and fees in Vancouver

The *Impounding By-law* authorizes impounding of vehicles and other chattels unlawfully occupying city streets and parks. On December 13, 2016, Council approved amendments to Schedule A of the *Impounding By-law* to update the rates and charges for vehicles impounded from city streets and parks to match rates set out in ICBC's Towing and Rate Payment Schedule that were in effect at that time. A link to Schedule A of the *Impounding By-law* is available in the footnotes below³. All Tech Transport Ltd. dba Busters Towing, a Vancouver-based towing company was awarded a seven-year contract by the City for towing vehicles from city streets and parks.⁴

In 2016, the City opted for a flat rate of \$25 when a dolly is required based on the time it takes to dolly a vehicle on a City street.⁵ A fuel surcharge of 12 per cent and storage fees of \$23.28 per day up to seven days and \$10 per day thereafter were also adopted based on the then prevailing ICBC rate schedule. Similarly, additional charges for distance travelled exceeding six kilometers from the site of the tow to the impound lot were adopted based on the ICBC rate schedule at the time.

Rationale for regulating private impoundment rates

Towing companies in Vancouver offer vital services beyond impounding vehicles on private property, including 24-hour emergency towing, motor-vehicle crash and incident towing and roadside assistance. In regulating the rates and fees for vehicles impounded from private property, the City has to balance the need for consumer protection and ensuring the economic viability of the Vancouver towing industry. With respect to the former, the impoundment of vehicles from private property takes place without the prior knowledge and consent of the vehicle's owner, which results in vehicle owners having no power to negotiate towing terms. This creates the potential for price gouging, which necessitates regulatory intervention at the municipal level given the absence of any provincial or federal regulations on private impoundment rates. This is a common practice among municipalities in BC, and across Canada.

Conversely, the inability of Vancouver-based towing companies to recover their costs from the City's private impoundments rates could result in the closure and/or relocation of these companies to other jurisdictions, with the following potential implications on motor vehicle owners and businesses:

¹ [bclaws.ca/civix/document/id/complete/statreg/25_2015](https://www.bclaws.ca/civix/document/id/complete/statreg/25_2015) (as of May 1, 2020)

² ICBC Light and Medium Duty Towing and Storage Rate Payment Schedule as of March 2020:

<https://www.icbc.com/partners/material-damage/Documents/towing/Light-Medium-Duty-Towing-Storage-Rate-Payment-Schedule.pdf>

ICBC Heavy Duty Towing and Storage Rate Payment Schedule as of March 2020: <https://www.icbc.com/partners/material-damage/Documents/towing/Heavy-Duty-Towing-Storage-Rate-Payment-Schedule.pdf>

³ Impounding By-law: <https://bylaws.vancouver.ca/3519c.PDF>

⁴ City of Vancouver (2019). "Contract Award for Towing Services" RTS 13376

⁵ Source: Engineering Services, City of Vancouver (2016)

- Lengthier response times to request towing of an illegally parked vehicle on private property, but also for emergency, motor-vehicle crash and incident towing, and roadside assistance on City streets. Towing companies with tow truck fleets in other cities are likely to prioritize service calls within their home jurisdiction, in the absence of a fuel surcharge to reimburse the expense of travelling to Vancouver;
- Increase in abandoned and/or unauthorized vehicles in commercial parking lots may result in adverse financial impacts on businesses in Vancouver due to less parking spaces available for customers; and
- Inconvenience for Vancouver residents who have to travel to impound lots outside Vancouver to reclaim impounded and/or towed vehicles due to emergencies, motor-vehicle crashes and roadside assistance in a scenario where a tow company has moved their impound lot(s) to other municipalities.

Strategic Analysis

Staff evaluated the following to review the rates and fees for impoundment of vehicles on private property:

- Level and structure of rates in major cities in Metro Vancouver and other cities in Canada and United States;
- Level and structure of rates set by RoadSafety BC and ICBC for the tow industry; and
- Impounding By-law rates and charges for vehicles impounded from city streets and parks.

Staff also held consultations with and reviewed data from local towing companies. This included meeting with representatives from Drake Towing and Busters Towing, and phone meetings with Burnaby Towing and Big Mac Towing.

Municipal Comparison

A jurisdictional review of major cities in Metro Vancouver and other cities in the province found that they have by-laws to regulate private impoundment of vehicles. The by-laws reference either the ICBC Towing Rate Payment Schedules or the *MVA Lien on Impounded Motor Vehicle Regulation* for the maximum rates and fees that can be charged for vehicles impounded from private property.

Both the ICBC Towing Rate Payment Schedules and the *MVA Lien on Impounded Motor Vehicle Regulation* share the same:

- four vehicle weight categories and base tow rates
- storage rates
- charge rate per kilometer for distance travelled exceeding six kilometers

They both also share similar fuel surcharges that are reviewed and updated quarterly:

- ICBC's fuel surcharge is 13.5 per cent as of July 1, 2020
- *MVA Lien on Impounded Motor Vehicle Regulation's* fuel surcharge is 15.5 per cent as of May 1, 2020

The cities of Abbotsford, Burnaby and Richmond and the District of Saanich reference the *MVA Lien on Impounded Motor Vehicle Regulation* while the cities of Surrey, New Westminster and Prince George reference the *ICBC Towing Rate Payment Schedules*.

Notably, while these municipalities reference either the *MVA Lien on Impounded Motor Vehicle Regulation* or the *ICBC Towing Rate Payment Schedules* for their private impound regulations, the rates and fees allowed to be charged are applied in different ways. Moreover, some cities allow for additional fees to be charged that are not listed in either of the payment schedules.

For example, the City of Burnaby allows an additional \$35 fee for removal of a vehicle immobilizing device (VID) from a vehicle. VID includes a wheel lock device, a Denver Boot or any other device designed to be attached or affixed to a stationary vehicle to prevent the movement of that vehicle. The District of Saanich allows an additional \$34 fee when a tow requires a sling or dolly. Other Canadian cities, including Edmonton and Calgary also allow the charging of additional fees for the use of a dolly.

Table 2 compares the current and recommended rates and fees for private impoundment in Vancouver with other jurisdictions.

Table 2 - Maximum rates and fees for private impoundment comparison for weight category 3000 kg or less

City	Flat rate	Fuel surcharge	Dolly fee	Tow in multi-level parkade	***Storage fee (first 24 hours)
Abbotsford	\$77.46	15.5%			\$20.11
Burnaby	\$77.46	15.5%	**\$35		\$20.11 (excludes first four hours)
Calgary	\$95		\$32		\$40
Edmonton	\$128.02		\$18.69		\$43
Prince George	\$77.46	13.5%			\$20.11
Richmond	\$77.46	15.5%			\$20.11
Saanich	\$85		\$34		\$20.50 (\$2.25/hour up to max)
Surrey	\$77.46	13.5%			\$20.11
Toronto (Average)	\$157.38				\$51.20
Vancouver (current)	*\$91.42				\$22.87
Vancouver (proposed)	\$77.46	13.5%	\$25	\$10	\$23.28

Shaded boxes indicate no existing fee exists in that category

*Lowest current vehicle weight category is up to 3,628 kg

**This fee represents removal of a vehicle immobilizing device from a vehicle

***Vehicle length, weight, location of impound lot can increase storage fee depending on city

Rates and fees for vehicle impoundment justification

1. Towing rates

For vehicles towed from private property, the City of Vancouver currently has two vehicle weight classes, each with its own flat tow rate. For vehicles that are towed from City streets and parks, the City adopted in 2016 the four vehicle weight categories and associated rates listed in the ICBC Towing Rate Payment Schedules which are the same as the vehicle weight categories and rates listed in the *MVA Lien on Impounded Motor Vehicle Regulation*.

To harmonize the vehicle weight category structure and rates for vehicles towed from private property with that of the vehicle weight category structure and associated rates for tows that occur on city streets and park, and other Metro Vancouver municipalities, this report recommends adopting the use of four vehicle weight categories, and adopting the ICBC Towing Rate Payment Schedules.

2. Fuel surcharge

Diesel fuel is a significant expense for tow truck companies that is not accounted for in the current rate structure. The cost of diesel fuel in Vancouver as of January 2020 was 35 per cent higher than it was in April 2016 (when the City last brought forward a report to increase private impoundment rates).⁶ Adopting the ICBC Towing Rate Payment Schedules will allow tow truck companies to add a 13.5 per cent fuel surcharge on top of the tow rate to account for higher fuel costs. Adding a fuel surcharge for private impoundment also aligns with the public impoundment fee structure and what is done in other cities in the Lower Mainland.

3. Storage fee

In May 2016, Council approved an increase to private impoundment towing rates and release fees in the *Vehicles for Hire By-law*, subject to a signed letter from tow companies indicating their agreement to storage fees as set out in the ICBC Rate Payment Schedule at the time. Staff recommend consolidating all rates and fees into one schedule to be added to the *Vehicles for Hire By-law*, including the storage fees.

Staff also recommend updating the storage fees to reflect the current ICBC Rate Payment Schedules. The schedule has a daily storage rate that applies for vehicles up to 20 feet in length. Vehicles longer than 20 feet in length and up to 35 feet are charged at double the daily rate, vehicles over 35 feet in length are charged at triple the daily rate, and motorcycles are charged half the daily rate.

4. Use of dolly

Staff heard from tow truck companies that the current flat rates do not fairly compensate for the additional time it takes for tows that require a dolly. Dollies are used to prevent damage to cars during a tow and to ease the extraction of vehicles from tight spaces. A dolly is usually required to tow all-wheel drive vehicles in order to keep all four wheels of the vehicle off the ground during towing or risk damage to the transmission/transfer case. Dollies are also required for vehicles with electronic parking brakes, most luxury vehicles, and when a vehicle is parked too closely to another vehicle, wall or other barrier. Other reasons for the use of a dolly include:

⁶ Source: Statistics Canada. [Table 18-10-0001-01 Monthly average retail prices for gasoline and fuel oil, by geography](#)

- New vehicle technology prevents vehicles from being put into neutral and towed on their wheels
- Vehicles might have their steering wheel locked in an off-centre position
- Many vehicles currently have extremely low valances that require additional ground clearance to avoid any damage to the vehicle while it is being transported

Tow truck companies cited higher instances of tows requiring dollies due to there being more all-wheel drive and luxury vehicles on the road. In 2018, Drake Towing reported in Vancouver that 80 to 90 per cent of their tows required a dolly and Busters Towing cited 44 per cent.

In Vancouver, the flat dolly fee is charged for tows from City streets and parks at \$25. Staff recommend adopting a flat dolly fee of \$25 to align with the City streets and parks dolly fee.

5. Multi-level parkade tow

Staff also heard it takes additional time for tows that occur in multi-level parkades due to the numerous obstacles tow truck operators have to navigate in parkades⁷. Multi-level parkades often have support pillars, ceiling fans, entrance and exit gates, tight spaces, low ceilings and clearance, mechanical pipes, ramps, curbs, and traffic which all contribute to an increased length of time for tows.

Tow companies also cited differences between public tows that occur on City streets and parks and private tows that often occur in multi-level parkades. The former is an easier tow as it occurs off a city street where there are fewer barriers to securing a vehicle to the tow unit. In contrast, tows that occur in multi-level parkades involve more time given the many obstacles and confined space drivers are working in.

Given the added complexity of removing a vehicle from a multi-level parkade, and the presence of many multi-level parkades within Vancouver, this report recommends adding a \$10 charge for these types of tows.

6. Release rate

Where a tow has commenced and the owner returns to their vehicle before the tow is completed, the tow truck driver must release the vehicle. Currently, the release rate is set at half the tow rate.

The proposed release rates are recommended to be half the proposed regular tow rate, plus the fuel surcharge to account for the tow truck being dispatched to the location to do this job before attending to another. In addition, the proposed release rates would also include half the dolly fee and half the multi-level parkade fee, if applicable to that tow to account for the additional time these types of tows take to complete.

While the action of dropping and releasing a vehicle from a tow truck is a relatively simple procedure, it warrants differential rates where a tow has commenced and a dolly is being used and/or the tow has commenced in a multi-level parkade due to the additional time needed for these types of tows.

⁷ Multi-level parkade is defined as a parkade that has more than one level.

7. Distance travelled

The ICBC Rate Payment Schedules allow tow truck drivers to charge a set rate per kilometer based on the vehicle weight category for any distance travelled that exceeds six kilometres from the site of a tow to the nearest impound lot. For vehicles in the first weight category (Up to 3,000 kg), there is a set rate of \$2.64 per kilometer for a travel distance between six and 16 kilometers, \$2.23 per kilometer for a travel distance between 16 and 32 kilometers and \$1.93 per kilometer for distances travelled over 32 kilometers.

Staff recommend adopting the rate per kilometer structure in accordance with the ICBC Rate Payment Schedules for each of the four vehicle weight categories for distances travelled that are greater than six kilometers from the site of the tow to the nearest storage facility as shown in Appendix A.

Transparency of rates

When a vehicle owner arrives back at their vehicle while it is in the process of being towed, they incur charges that need to be paid for release of the vehicle from the tow truck. The amount they are charged will depend on whether it was a regular tow, required a dolly or occurred in a multi-level parkade. Similarly, a vehicle owner may claim their vehicle at an impound lot and not be aware of why they are being charged the amount on the invoice.

To ensure transparency to the public of the rates and fees charged for vehicles for impoundment from private property, staff recommend that Council approve a requirement that every holder of a tow truck licence under the Vehicles for Hire By-law make available, upon request, the rates and fees they are authorized to charge under the Vehicles for Hire By-law as a condition of their licence.

Implications/Related Issues/Risk

Financial

The City regulates the rates and fees for vehicles impounded from private property under Sections 17 of the Vehicles for Hire By-law. The actual revenue and expense is managed by the individual towing companies and therefore the recommended rate adjustments have no financial implications for the City.

Legal

The proposed by-law changes are authorized by the *Vancouver Charter*, including Council's authority in relation to business found in sections 203 and 272 of the *Vancouver Charter*.

CONCLUSION

Staff recommend Council adopt the proposed rates and fees for vehicles impounded from private property shown in Appendix A.

In regulating the rates and fees for vehicles impounded from private property, the City strives to balance the need for consumer protection with supporting the economic viability of the Vancouver tow truck industry. On this basis, the proposed rate schedule generally aligns with

the vehicle weight class structure and associated rates set by ICBC, neighbouring jurisdictions and the City's public tow rates, while giving tow truck companies the ability to charge for additional services that increase their time and effort to complete a tow. Should ICBC make any changes to their tow rate structure, the City will review its own rates to determine if further changes are warranted.

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Recommended schedule of the rates and fees for private impoundment authorized under the *Vehicles for Hire By-law* (towing fees will have GST added)

Towing Distance Rate	Gross Vehicle Weight			
	Up to 3,000 kg	3,000 Kgs to 6,300 Kgs	6,300 Kgs to 9,072 Kgs	9,072 Kgs and over
Up to 6.0 kms	\$77.46	\$81.80	\$129.67	\$172.47
6.0 to 16.0 km (add per km)	\$2.64	\$3.05	\$3.72	\$7.83
16.0 to 32.0 km (add per km)	\$2.23	\$2.79	\$3.15	\$6.71
32.0 km and over (add per km)	\$1.93	\$2.28	\$2.53	\$4.82
Fuel surcharge	13.5%			
Dolly fee	\$25			
Multi-level parkade fee	\$10			
Release rates	Half the towing distance rate plus the fuel surcharge and half any other fees applicable to the tow (i.e. dolly fee, multi-level parkade fee)			
Storage fee based on vehicle length (metre) ²	Up to 20' (6.1m)	> 20' (6.1m) to 35' (10.7m)	> 35' (10.7m)	Motorcycles
Per day	\$23.28	\$45.56	\$69.84	\$11.64

Schedule "C"

Rates and fees for private impounded vehicles (towing fees will have GST added)

1. Towing fee

a. Vehicle with a gross vehicle weight of up to 3,000 kg or less

- i. Regular tow.....\$77.46
 - Plus, for a towing distance greater than 6.0 km up to 16 km..... \$2.64 per km
 - Plus, for a towing distance greater than 16 km up to 32 km.....\$2.23 per km
 - Plus, for a towing distance greater than 32 km..... \$1.93 per km
 - Plus fuel surcharge of 13.5% on the above rates
 - Plus, for a tow that requires a dolly \$25
 - Plus, for a tow in a multi-level parkade\$10

b. Vehicle with a gross vehicle weight of between 3,000 kg to 6,300 kg

- i. Regular tow..... \$81.80
 - Plus, for a towing distance greater than 6.0 km up to 16 km \$3.05 per km
 - Plus, for a towing distance greater than 16 km up to 32 km..... \$2.79 per km
 - Plus, for a towing distance greater than 32 km..... \$2.28 per km
 - Plus fuel surcharge of 13.5% on the above rates
 - Plus, for a tow that requires a dolly \$25
 - Plus, for a tow in a multi-level parkade.....\$10

c. Vehicle with a gross vehicle weight of between 6,300 kg to 9,072 kg

- i. Regular tow..... \$129.67
 - Plus, for a towing distance greater than 6.0 km up to 16 km..... \$3.72 per km
 - Plus, for a towing distance greater than 16 km up to 32 km..... \$3.15 per km
 - Plus, for a towing distance greater than 32 km..... \$2.53 per km
 - Plus fuel surcharge of 13.5% on the above rates

- d. Vehicle with a gross vehicle weight greater than 9,072 kg
 - i. Regular tow..... \$172.47
 - Plus, for a towing distance greater than 6.0 km up to 16 km..... \$7.83 per km
 - Plus, for a towing distance greater than 16 km up to 32 km..... \$6.71 per km
 - Plus, for a towing distance greater than 32 km..... \$4.82 per km
 - Plus fuel surcharge of 13.5% on the above rates

2. Release (unhooking fee)

Where towing service has commenced hook-up and the owner or person in charge requests delivery of the vehicle before it is towed.

- a. Vehicle with a gross vehicle weight of up to 3,000 kg or less
 - i. Regular tow..... \$38.73
 - Plus fuel surcharge of 13.5% on the above rate
 - ii. Tow with dolly..... \$56.46
 - iii. Tow in multi-level parkade \$48.96
 - iv. Tow with dolly in multi-level parkade.....\$61.46
- b. Vehicle with a gross vehicle weight of between 3,000 kg to 6,300 kg
 - i. Regular tow..... \$40.90
 - Plus fuel surcharge of 13.5% on the above rates
 - ii. Tow with dolly\$58.92
 - iii. Tow in multi-level parkade \$51.42
 - iv. Tow with dolly in multi-level parkade.....\$63.92
- c. Vehicle with a gross vehicle weight of between 6,300 kg to 9,072 kg
 - i. Regular tow..... \$64.84
 - Plus fuel surcharge of 13.5% on the above rate
- d. Vehicle with a gross vehicle weight greater than 9,072 kg
 - i. Regular tow.....\$86.23
 - Plus fuel surcharge of 13.5% on the above rate

3. Storage fee

The daily fee for storage of a vehicle at a storage facility before it is released to its owner

Length of vehicle

i.	Up to 20' (6.1m)	\$23.28
ii.	> 20' (6.1m) to 35' (10.7m).....	\$46.56
iii.	> 35' (10.7m)	\$69.84
iv.	Motorcycles.....	\$11.64