

COUNCIL MEMBERS' MOTION

*For consideration at the Standing Committee on City Finance and Services meeting on
July 15, 2026*

13. Passenger Licensing for Electric Micro Vehicles

Submitted by: Councillor Fry

WHEREAS

1. Electric Micro Vehicles, Neighbourhood Zero Emission Vehicles, or NZEVs, are four-wheeled, fully electric vehicles designed for low-speed road use. They are designed to travel at speeds of at least 32 km/h and not more than 40 km/h;
2. NZEVs produce no greenhouse gas emissions, unlike a typical passenger vehicle, which emits about 4.6 metric tons of carbon dioxide per year;
3. Defined and “street legal” under the BC Motor Vehicle Act, NZEVs are not golf carts, they have seat belts, lights, mirrors, parking brake, and turn signals;
4. To operate on public roads in BC, NZEVs must be registered, plated, insured through ICBC, operated by a licensed driver, and meet or exceed standards of the Motor Vehicle Safety Act (Canada) for a low-speed vehicle;
5. The City of Vancouver recognizes NZEVs in its Street and Traffic By-law No. 2849 and permits them on streets with speed limits of 50 km/h or less, subject to operational rules including that NZEVs must operate in the right-most lawful vehicle curbside lane. As motor vehicles, NZEVs are not authorized for use on bike-lanes, greenways, pedestrian paths, or sidewalks;
6. More than 30 BC municipalities currently permit NZEVs on roads posted up to 50 km/h, including major municipalities and smaller tourism-based communities. Locally, and across BC, companies are operating fleets of consumer-rental NZEVs, while businesses and governments are using NZEVs for last mile delivery and local services;
7. NZEVs are used by private companies and local governments. Purolator uses NZEV delivery vans custom-built in Vernon for last-mile delivery across Canada, and Vancouver Island’s Might-E Trucks manufacture NZEVs for work, delivery, and fleet purposes. Municipalities including the City of Victoria, City of Burnaby, and District of Tofino are using NZEVs as part of their fleets;
8. NZEVs are used by urban explorers and commuters. In Vancouver, HeyYa¹ holds a business licence to rent NZEVs to members of the public for self-drive use and in shuttle-style contexts. Oakridge Park recently used seven HeyYa NZEVs as complimentary parking lot shuttles for its grand opening weekend. North

¹ HeyYa Carts | Redefining urban exploration in Canada with eco-friendly micro-mobility solutions
<https://heyya.ca/>

Vancouver's Lower Lonsdale BIA operates StreetCart², a free public shuttle within its commercial business district;

9. British Columbia's Vehicle Inspection Manual and Commercial Vehicle Inspection Program provide a documented process by which NZEVs can be inspected and approved as commercial vehicles where they meet applicable requirements;
10. Despite the expanded safe operation of NZEVs for work, travel, and recreation on BC roads, the province has not licensed NZEVs for passenger service;
11. In provincial vernacular, a Passenger Directed Vehicle (PDV) is a commercial for-hire vehicle in which the passenger determines the destination and route of travel, including taxis, limousines, ride-hail vehicles, and certain shuttle services. In BC, a PDV requires a Passenger Transportation Licence;
12. A Passenger Transportation Licence for driver-operated NZEV guided tours and shuttle services could serve shoppers, tourists, families, older visitors, people with disabilities, cruise passengers, event guests, and people who want to see more of the city without depending entirely on taxis, tour buses, or fixed-route service. NZEVs are especially well suited to compact visitor areas such as Canada Place, Coal Harbour, Stanley Park, Gastown, Granville Island, and the downtown waterfront, where short-distance movement, safety, and comfort are important; and
13. The City of Vancouver currently licenses NZEVs as rentals under Vehicle for Hire, for individuals to rent and drive around, but does not regulate them as a PDV or taxi, for passengers.

THEREFORE BE IT RESOLVED

- A. THAT Council affirm its support in principle for safe, insured, inspected, and appropriately regulated Neighbourhood Zero Emission Vehicle (NZEV) and Passenger Directed Vehicle (PDV) services including driver-guided tours and shuttle services, as part of Vancouver's sustainable transportation, visitor-economy, and commercial mobility ecosystem.
- B. THAT Council direct staff to review the City's current bylaws, business licences and vehicle requirements, street-use rules, curbside management policies, passenger loading areas, right-most-lane and bus-lane operation, and park access considerations relevant to Vehicle for Hire NZEVs and PDV NZEVs, and report back with options to support expanded safe and appropriately regulated NZEV operations in Vancouver.
- C. THAT Council request staff to consult with the Vancouver Board of Parks and Recreation, Destination Vancouver, accessibility stakeholders, applicable BIAs, and relevant provincial agencies on opportunities and constraints for NZEV-

² Lower Lonsdale BIA | StreetCart
<https://lowerlonsdale.com/lonsdale-streetcart>

based passenger transportation services.

- D. THAT the Mayor, on behalf of Council, write to the B.C. Ministry of Transportation and Transit, the Registrar of Passenger Transportation, the Passenger Transportation Board, the Ministry of Tourism, Arts, Culture and Sport, and the Ministry of Jobs, Economic Development and Innovation, requesting the Province modernize the passenger transportation licensing pathway for NZEV passenger services.
- E. THAT Council ask the Province to consider a licensing or pilot framework that enables safe, insured, inspected, locally regulated, zero-emission NZEV passenger services, including driver-guided tours and shuttle services, where appropriate, in high-tourism areas such as downtown Vancouver and Stanley Park.

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