

**From:** "Johnston, Sadhu" <Sadhu.Johnston@vancouver.ca>  
**To:** "Direct to Mayor and Council - DL"  
**CC:** "City Manager's Correspondence Group - DL"  
"Smith, Krystal" <Krystal.Smith@vancouver.ca>  
"Krishna, Kaye" <Kaye.Krishna@vancouver.ca>  
**Date:** 11/19/2018 6:48:54 PM  
**Subject:** Ride Hailing

---

Greetings Mayor and Council,

Today the Provincial government introduced new legislation to govern ride hailing in British Columbia. The purpose of this email is to provide you with a brief overview of this new legislative framework and the initially understood impacts to Vancouver. Staff will further analyze the new legislation and the resultant implications of these changes on the City's taxi regulations, and will bring a full report to Council with proposed policy updates and amendments to by-laws in order to align with the new Provincial legislation.

Prior to the introduction of this legislation, the City of Vancouver and the Provincial government had concurrent jurisdiction over vehicles for hire operating in the City of Vancouver. In essence this concurrent jurisdiction meant that for a vehicle for hire to operate in the City of Vancouver it required licencing by both the Provincial and municipal governments, this jurisdiction being exercised through the Passenger Transportation Board ("PTB"), and the City. The new legislation limits the City's role in the regulation of vehicles for hire.

The proposed legislation creates two new ride hailing-related entities: Passenger Directed Vehicles (PDVs) and Transportation Network Services (TNSs). PDVs are the vehicles which offer a 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 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 proposed legislation also significantly reduces the role of the City of Vancouver in regulating the taxi industry. In particular the City of Vancouver's authority is limited by the proposed legislation as follows:

1. The City will no longer have the ability to regulate the number of PDVs that can operate in the City. This power is reserved to the PTB under the new legislation; and
2. Chauffeurs' Permits will no longer be required to operate a PDV.

Among other things, without the ability to regulate the number of taxis, the City will have limited ability to regulate the volume, location, or time of day the new supply of vehicles will be on city streets - thus having no direct influence in best managing congestion and/or impacts to public transit.

You can find more information on the Provincial announcement [here](#) and "Bill 55 – 2018: Passenger Transportation Amendment Act, 2018" can be found [here](#).

Please let me or Kaye Krishna know if you have questions about today's announcement or our initial understanding on the impacts to Vancouver.

Best

Sadhu

Sadhu Afochs Johnston | City Manager  
City of Vancouver | 453 W 12th Avenue  
Vancouver | BC V5Y 1V4  
604.873.7627 | [Sadhu.johnston@vancouver.ca](mailto:Sadhu.johnston@vancouver.ca)  
Twitter: sadhuajohnston

