RIDE-HAILING What Can Local Governments Expect?



PRESENTATION OVERVIEW

Context

- What's not changing?
- What's changing?
- Municipal Government Working Groups

Future Review





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Select Standing Committee on Crown Corporations

- Examine, inquire into and make recommendations regarding commercial ride-hailing (TNS)
- Broad call out for input
 - 67 witnesses, 26 presentations, 13 submissions (Jan. 2018)
 - 32 witnesses, 15 presentations, 47 submissions (Jan. 2019)
- 2 reports released: Feb. 2018 and Mar. 2019
 - March 2019 report: 11 recommendations related to fleet supply, boundaries, fares, and safety



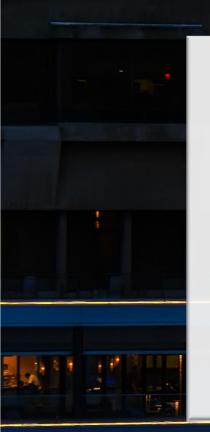
- Dr. Hara & Associates: Modernizing Taxi Regulations
 July 2018
 - Consultations: taxi industry, local governments, and consumer and business interest groups
 - A one-time opportunity in the near-term to increase the number of taxi vehicles by up to 15%
 - Giving industry the flexibility to lower metered taxi fares in off-peak hours for app hailed trips
 - Increasing efficiencies at shift change with separate day and night vehicles



Passenger Transportation Regulations

- Consultations:
 - Local governments (Vancouver, Victoria, Surrey, Richmond, Kelowna, Prince George, Fort St. John, CORD), UBCM
 - Taxi associations, ride-hail companies
 - BC Chiefs of Police, Information and Privacy Commissioner, BC Civil Liberties Association
 - Accessibility/seniors/injury representatives
 - BC Transit, TransLink, YVR





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Foundation for Modernization:

- Safety of Passengers and Drivers
- Protection of Accessibility Services
- Consistency and Fairness
- Reduce Regulatory Overlap
- Data-driven Decisions

- Bill 55 received royal assent November 28, 2018
- Regulations supporting Bill 55 were deposited July 8, 2019
- Act/Regulations in effect September 16, 2019
 - Expectation: commercial ride-hailing operational this year



OVERVIEW What's changing & What's not

Province (Ministry)	PT Board	Municipalities	
 Provincial Safety Requirements Class of driver licence Record checks Driver training National Safety Code Vehicle inspections Vehicle requirements Removal of seat belt exemption 	 Role confirmed Ride-hailing applications to be considered in manner as taxi applications Set terms and conditions of licensing 	Supply & Operating Areas • Exclusive jurisdiction of the Board Municipal Chauffeur Permits • Authority repealed in respect of drivers of taxis, limos • New provincial requirements	Changes
 Supporting Accessibility Fee per trip Side entry vehicles 	 Role Strengthened Exclusive jurisdiction Supply & Boundaries for ridehailing 	 Business Licences For ride-hailing No changes to municipal business licence authority 	Status Quo
Data Requirements Enforcement 	Data Requirements Data driven decisions 	 Regulation of Streets & Traffic For taxis, limos and ride-hailing No changes to curbside management or other authority to regulate traffic 	
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WHAT'S NOT CHANGING?

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WHAT'S NOT CHANGING?

- 1. Municipal authority: Issue business licences
 - To both taxi and ride-hail operators
 - Important considerations:
 - treat industries similarly
 - reduce administrative burdens where possible
 - Inter-community business licences
 - Licensing by company or driver



WHAT'S NOT CHANGING?

- 2. Municipal authority: Business licence requirements
 - Age of taxi fleets
 - Provincial requirements for ride-hail is 10 years + 1 month
 - Standards of fleets
 - Identifiers/trade dress
 - Provincial requirements to be determined by Registrar
 - » Likely to include company-provided identification that meets Registrar requirements for size and placement



WHAT'S NOT CHANGING

- 3. Municipal authority: Streets & traffic
 - Bylaw making authority respecting, for example:
 - Curbside management and parking
 - Taxi stand locations

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I. Provincial Requirements:

- Replacing Municipal Chauffeur Permits
- New responsibilities for companies & drivers
- New provincial audits & increased penalties

2. Supply, Operating Areas, and Fares:

Exclusive jurisdiction of the Passenger Transportation Board



Provincial Requirements

- Municipal Chauffeur Permits can no longer be issued for taxi, limousine, and ride-hail drivers
 - Replaced with provincial requirements that cover driver licensing, criminal record checks, driver record checks, and driver training



Provincial Requirements

Drivers must:

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- Hold a BC issued Class 1, 2, or 4 Driver License
- Pass a Criminal Record Check (Vulnerable sector check)
 - Based on outstanding charges and convictions
- Pass a driver history check
 - Based on 3 year driving history
- Drivers can appeal decisions to the Registrar
- Registrar has authority to require driver training

Provincial Requirements

- Current Municipal Chauffeur Permits remain valid
 - Until the expiry or September 16, 2021 (whichever comes first)
 - Company must still issue new record check certificate
- Drivers in municipalities that do not have a Permit regime:
 - Need to comply with provincial requirements by Jan 2, 2020

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Licensee's Duties – Record Checks

- Ensure drivers meet prescribed requirements
 - Issue letter to those who they deem ineligible
 - Driver deemed ineligible may apply to the Registrar for a review
- Issue record check certificate to drivers they deem eligible
 - Must meet standards specified by the Registrar
- Maintain records for six years
 - Support audits of record check results



Licensee's Duties – National Safety Code

- Hiring and monitoring drivers
 - Ensure drivers are properly licenced and operating safely on the road

Monitoring hours of service

 Ensure drivers are not driving while fatigued and in compliance with hours of service requirements

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- Maintaining vehicles preventatively
 - Ensure vehicles are mechanically sound and safe to operate



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Inspection Interval for Vehicles

- Annual Inspection
 - If less than 40,000 km in the previous year
- Semi-annual Inspection
 - If 40,000 or more km in the previous year



Supply, Operating Areas and Fares

Municipalities:

 No longer have a role in determining operating areas of passenger directed vehicles or supply of vehicles

Passenger Transportation Board:

 Sole authority for determining operating areas, supply of vehicles, and fares.



Role of the PT Board

- The Board makes determinations based on:
 - Applicant is fit and proper
 - Application promotes sound economic conditions in the industry
 - Public need for the service
- Applications to the Board are posted publicly for interested parties to make submissions
 - Fees are waived for municipal submissions



Passenger Transportation Board Policy

- In August, the Board published ride-hail policies as follows:
 - Regional boundaries as opposed to municipal-based
 - No initial supply limits as opposed to a cap
 - Minimum fare equal to taxi flag rate fare as opposed to specific fares for time/distance—surge pricing permitted in peak periods



PT Board: Operating Areas for ride-hailing

Region 1: Lower Mainland, Whistler

• Fraser Valley, Metro Vancouver,* Squamish-Lillooet *No pick-ups at Canada Place on cruise ship days.

Region 2: Capital

Capital Regional District

Region 3: Vancouver Island, Excluding CRD

Alberni-Clayoquot, Comox Valley, Cowichan Valley, Mt. Waddington, Nanaimo, Qathet (Powell River), Strathcona

Region 4: Okanagan-Kootenay-Boundary-Cariboo

 Central Okanagan, Columbia, Kootenay Boundary, North Okanagan, Okanagan-Similkameen, Shuswap Cariboo, Thompson-Nicola

Region 5: North Central & Other Regions

• Bulkley Nechako, Fraser-Fort George, Islands Trust, Kitimat-Stikine, Northern Rockies, North Coast, Peace River, Sunshine Coast



17 Applications to date (as of Oct. 8, 2019) Each application identifies region(s) ride-hailing company seeks to operate in **Region 1: Lower Mainland, Whistler** 12 applications **Region 2: Capital Regional District** • 9 applications **Region 3: Vancouver Island, Excluding CRD** 10 applications **Region 4: Okanagan-Kootenay-Boundary-Cariboo** 10 applications **Region 5: North Central & Other Regions** • 5 applications



Data-Driven Decisions

- Bill 55 authorizes the Board and Registrar to collect data from licensees (companies)
 - Increased evidence to support Board decisions
 - Compliance and Enforcement monitoring
 - Fee collection
 - Monitoring number of trips for \$0.30 per trip licensing fee



Data-Driven Decisions

- Data collected from taxi and ride-hail:
 - Category of trip (taxi, ride-hail, limousine)
 - Driver shift information (driver license number, vehicle registration number, shift start time, shift end time)
 - Trip type (vehicle type used, hail type)
 - Trip metrics (wait times, GPS coordinates for pick up and drop off locations, date and time, distance to pickup from hail location, number of passengers, trip duration, trip distance, total fare)



Data-Driven Decisions

- Sharing of non-personal data with municipalities
 - Assist in curbside management planning
 - Transit and infrastructure planning



Enforcement

- Enhanced Branch authorities for investigations and audits
- Staffing increases
- Partnerships with CVSE, police, bylaw enforcement
- Increased penalties
- Education



Offences/Fines

- New Offences:
 - \$100,000 fine (per day) for a corporation or limited liability company

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- Seven new record check-related offences
- Administrative Penalty:
 - Registrar's decision
 - Maximum changed from \$1,500 to \$50,000
- Existing Offences:
 - 11 carried over (same fine amounts)
 - Two eliminated, one has two variations



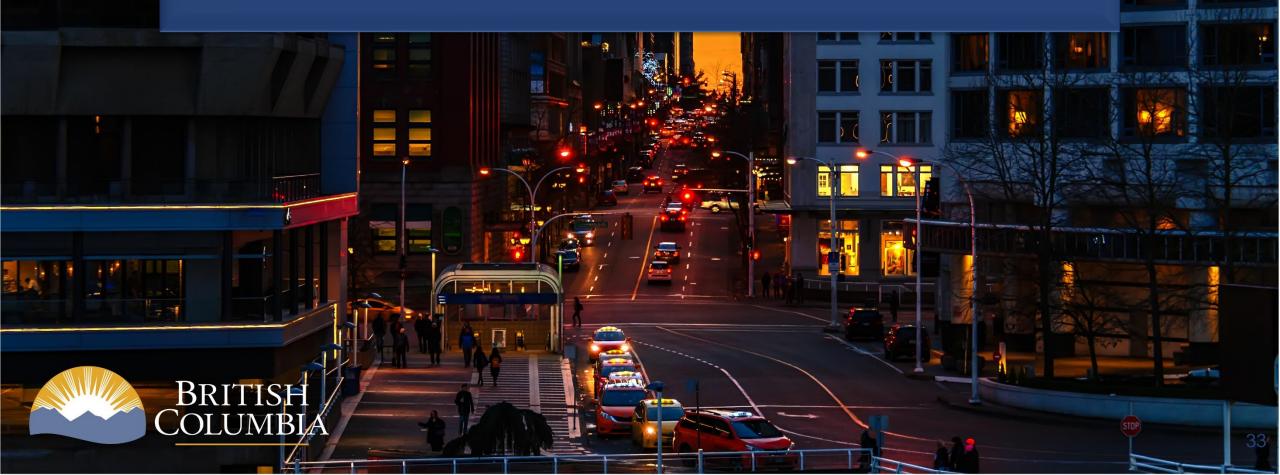
Accessibility

- \$.30 per trip licence fee applied to non-accessible trips in ride-hail (to be paid by ride-hail companies):
 - Fee to cover increased administrative costs and support access to accessible services
- Regulations amended to allow for both rear entry and side entry accessible taxis



ONGOING CONSULTATIONS

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MUNICIPAL WORKING GROUPS

Provincial Working Group

- Established to address pre- and post-implementation challenges
 - (Pre-implementation) information sharing, coordination
 - (Post-implementation) data sharing, accessibility, refinements

Membership:

 Fort St. John, Surrey, Kamloops, Vancouver, Kelowna, Victoria, Prince George, Richmond, TransLink, BC Transit



MUNICIPAL WORKING GROUPS

Regional working groups

- Alignment of business licence requirements and fees
- Explore efficiencies and reduce administrative burdens
- Greater Victoria
- Okanagan-Similkameen
- Lower Mainland



SPECIAL COMMITTEE REVIEW

Special Committee Review

- Committee to be appointed on or before January 1, 2022 to review:
 - Adequacy of supply (including accessible vehicles)
 » Including small, rural and remote communities
 - Passenger and driver safety
 - Effectiveness of the Board's test
 - Employment in the industry
 - Impacts on public transportation, traffic congestion, environment



PT BRANCH CONTACT INFORMATION

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QUESTIONS?

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