



BRITISH
COLUMBIA

Passenger Transportation Amendment Act



Key Principles

- Enable regulatory framework for ride-hailing
- Ensure safety
- Establish a system which allows for existing industry and new entrants
- Reduce regulatory overlap and burden
- Enhance compliance and enforcement
- Protect accessible services

Legislative Framework

Amendments to the following 8 statutes:

1. *Passenger Transportation Act*
2. *Insurance (Vehicle) Act*
3. *Insurance Corporation Act*
4. *Local Government Act*
5. *Community Charter*
6. *Vancouver Charter*
7. *Motor Vehicle Act*
8. *Commercial Transport Act*

Key definitions in Legislation

1. Passenger Directed Vehicle (PDV):

- All Vehicles for hire (e.g. taxis, ride-hailing)

2. Transportation Network Services (TNS):

- App based ride hailing service

Overview of the Bill

1. Expanding Passenger Transportation Board Authority to consider TNS applications and grant licence. PT Board continues as provincial regulator to:

- Apply three part test: Fit and Proper to provide service, is there a public need and promotes sound economic conditions
- Set supply, operating areas and rates
- Other terms and conditions for licensees such as data requirement and information on trips provided under the licence

Overview of the Bill

2. Legislative Committee to be appointed

On or before January 1, 2022 to review:

- Adequacy of supply of PDVs (including accessible PDVs)
- Effectiveness in providing adequate supply of PDVs
- Extent to which the Act promotes employment in the PDV and TNS sector.
- Impacts of PDVs on public transportation, traffic congestion, and the environment
- Extent to which changes promote PDVs to operate in small, rural or remote communities

Overview of the Bill

3. Taxi and TNS licence holders will ensure drivers meet prescribed record check requirements

- Eliminates the need for taxi and future drivers to obtain Municipal Chauffeur Permit in each municipality
- Closes gaps on current regime ensuring every driver in the province will require record checks including criminal record check and drivers abstract

Overview of the Bill

4. Updated Administrative Penalties and Offenses

- Current maximum administrative monetary penalty for licensees is \$1500. Raising to \$50,000
- Current maximum fine for an offence is \$5000, whether for an individual or other 'person'. Raising to \$100,000 for corporation or limited liability company that commits an offence and key for enforcing against non-licence holders

Overview of the Bill

5. Legislation proposes a definition of “accessible passenger directed vehicle” and enabling authority to charge per-trip fees

- Require new entrant annual licence fee to cover some portion of costs to fund accessible taxi service, as well as administrative costs of the PTA regime
- Existing industry would pay existing fees for a fixed period before transitioning over to new fee structure
- Require a licence holder or driver to complete a specified education/training program

Overview of the Bill

6. Local Government Legislation

- Clarifies the exclusive jurisdiction of the Passenger Transportation Board in determining supply and boundary/operating area
- Local governments will retain authority over business licences and street and traffic by-laws, for example setting vehicle type requirements or taxi stand locations

Overview of the Bill

7. Insurance Related Amendments

- Provides ICBC with authority to develop new insurance products for vehicles under a PTA licence
- Supports insurance solutions for other new emerging vehicle services

Overview of the Bill

8. Amendments to the Motor Vehicle Act

- Aligns with amendments to local government legislation to restrict the authority of municipal governments to limit supply or operating areas of PDVs that the PT Board has approved

Overview of the Bill

9. Commercial Transport Act

- Amendments to ensure that vehicles currently registered and licensed under the MVA and operate for a TNS can remain registered and licensed under the Motor Vehicle Act.