

Questions & Answers

TNS Decisions February 28, 2020

When can the approved ride hailing company (called a TNS in B.C.) start operating?

- Questions concerning potential launch dates should be referred directly to the company.

What are the next steps for the approved company?

- The approved company will receive a licence from the Registrar. It must then obtain appropriate motor vehicle insurance from ICBC and work with municipalities its respective operating areas to ensure compliance with local by-laws.

Why were five other applications refused?

- That information is outlined in the application decisions which are published on the Board's website. It would not be appropriate to comment further.

When will you announce the decisions for remaining applications?

- The Board has received a total of thirty-five ride hailing applications to date and with today's announcement has issued decisions on seventeen of them.
- The Board is in the process of reviewing pending applications and is working towards issuing further decisions on ride hailing applications as expeditiously as possible.
- The Board will notify the public as soon as additional decisions have been made

Will you accept additional TNS applications?

- Yes, the Board continues to receive TNS applications from interested parties.

Why do drivers need a Class 4 licence to operate?

- That question should be directed to the Minister of Transportation and Infrastructure as that was not a decision made by the Passenger Transportation Board.

Will TNS companies be required to provide wheelchair accessible vehicles?

- That was not a requirement imposed on the companies.
- The Passenger Transportation Act requires TNS operators to pay a 30 cent per trip fee to fund accessibility programs which fall under the responsibility of the Ministry of Transportation and Infrastructure.

What enforcement measures are in place to ensure TNSs comply with the rules?

- Questions regarding enforcement should be directed to the Ministry of Transportation and Infrastructure which is responsible for enforcement.

Is the Board providing a level playing field between taxis and TNSs? Will its decisions impact the existing taxi industry?

- We refer you to the decisions of approved companies which address that issue.

Will TNS insurance be cheaper than taxi Insurance?

- The Board does not exercise regulatory authority over insurance requirements for motor vehicles. This question should be directed to ICBC.

The taxi industry is bound by geographic restrictions, but ride-hailing services won't be subject to the same rules. How is this justified?

- We refer you to the decisions of approved companies which address that issue.

Why are TNS rates different from taxi rates?

- We refer you to the decisions of approved companies which address that issue.
- The use of coupons or discounts by approved companies to lower rates below the minimum rate is prohibited.

Why is there no initial limit on fleet size; don't you think it will worsen traffic congestion?

- The Board concluded that it did not have sufficient data to make a decision on fleet size with respect to approved applications at this stage; however, the Board will require regular data from approved companies and will be monitoring this issue.

Can municipalities prohibit ride sharing companies from operating within their municipal boundaries?

- The Passenger Transportation Act provides sole authority to the Board to set boundaries/operating areas for taxis and ride sharing companies.