Data newsletter

About our data newsletters

The Passenger Transportation Board (Board) uses trip data and other data sources to make objective evidence-based decisions to support a healthy and sustainable passenger transportation industry. The Board has produced the following data newsletters to present pertinent information and economic analysis derived from data collection with our many partner groups. These newsletters report on key indicators and share analytical insights with licensees and the public.

The Board has developed 9* indicators that provide insight into factors related to public need and sound economic conditions. The newsletter will show one indicator each month until all the key indicators have been featured. This gradual process will provide time for the Board to answer any questions about each indicator. After the Board has published all the key indicators, we will switch to a quarterly regional newsletter format.

* Editor's note: It was previously stated that the Board had developed 10 indicators. The originally planned 10 indicators included two similar metrics: "vehicle occupation rate" and "peak-hour vehicle occupation rate." The two metrics were subsequently consolidated into a single indicator, which will be reported in the June 2026 data newsletter.

Data newsletters

June 2026 newsletter

Vehicle occupancy rate - June 2026 newsletter

December 2025

Trip revenue indicator - December 2025

November 2025

Trip volume indicator - November 2025

September 2025

Driver hourly revenue indicator - September 2025

March 2025

Wait time indicator - March 2025

February 2025

Indicators - February 2025

June 2025

Availability indicator - June 2025

May 2025

Fare cost indicator - May 2025

April 2025

Wheelchair accessible vehicles (WAVs) indicator - April 2025

For the purpose of statistical analysis, both taxi and TNS are associated with the same passenger transportation regions. This is to facilitate data analysis of the taxi and TNS sectors at the same regional level. Please see the passenger transportation region policy for more information.

For the Board's data analysis to be reliable, the coverage and quality of the data must be sufficient. When data submissions in a region reach 90% coverage with satisfactory quality levels, the Board considers the data reliable for economic analysis. Currently, data submissions from regions 1 (Lower Mainland, Whistler) and 2 (CRD) meet these standards, so the Board newsletters will focus on data analysis for these regions. As data coverage and quality improves in the rest of the province, the Board will expand publication of its economic analysis for regions 3 (Vancouver Island except CRD), 4 (Interior), and 5 (Northern/Coastal).

Each newsletter will share aggregated and anonymized data analysis only. The data of individual businesses will not be shared. By aggregating or combining the data, the Board’s goal is to provide licensees and the public a broad picture of what is happening within the taxi and TNS sectors in their region.