TNS – Region 1 Geo-Fencing Term & Condition – Feedback Requested

April 9, 2025

In response to a request from the City of Vancouver and the Vancouver Fraser Port Authority, the Passenger Transportation Board (Board) is considering changes to its geo-fencing term and condition for all Region 1 Transportation Network Service (TNS) authorized licensees.

The Board is considering whether to remove or amend the geo-fencing term and condition to align with the City of Vancouver's pilot in 2025 which involves one-way traffic circulation at Canada Place cruise terminal.

Background – Passenger Transportation Board Authority

Under section 28(3)(d)(iii) of the Passenger Transportation Act (Act), the Board may establish terms and condition that apply to TNS authorizations including "the geographic area in which motor vehicles may be operated under the authorization". The Board established geo-fencing requirements for Region 1 TNS under this authority.

Section 31(2) of the Act provides the Board with the authority, on its own initiative and at any time, to direct the Registrar to amend a special authorization licence. Section 31(3)(b) of the Act allows the Board to standardize terms and conditions of all licences, or all licences in a specified class of licences. In this case, if the Board decided to amend the geo-fencing term and condition, this would be applicable to all TNS licences in Region 1.

Current Geo-Fencing for TNS in Region 1

Region 1 TNS licensees are subject, by term and condition, to geo-fencing that prevents TNS drivers from picking up passengers from the following locations on days when cruise ship passenger volume is expected to be high:

a. Canada Place Way between Howe Street and Burrard Street;

b. Howe Street between Canada Place Way and Cordova Street;

c. Burrard Street between Canada Place Way and Cordova Street.

This geo-fencing term and condition was implemented to ensure public safety and manage the high volume of customers in the Canada Place cruise ship area. Instead, TNS drivers may pick up passengers in specific zones, as designated by the City of Vancouver. This continues to be the requirement unless the Board otherwise determines.

City of Vancouver’s 2025 Pilot

To improve pedestrian safety and traffic flow during the 2025 cruise ship season, the City of Vancouver is intending to launch a pilot, until December 2025, that designates select streets around the Canada Place cruise terminal as one-way. This will facilitate the establishment of designated layby areas on the south side of Canada Place Way between Howe Street and Burrard Street, for TNS vehicles (see Appendix 1).

This area is currently subject to the Board’s geo-fencing term and condition. The City of Vancouver and the Vancouver Fraser Port Authority has requested the Board consider aligning the TNS geo-fencing term and condition during their pilot program.

Submit your feedback

The Board is considering removing or amending, permanently or temporarily, the Region 1 TNS geo-fencing term and condition.

The Board is seeking submissions from industry and other interested parties on this matter. Any submissions must be provided to the Board by April 25, 2025.

Please send your submissions with the subject line “TNS geo-fencing” to: ptboard@gov.bc.ca. There is no fee associated with providing feedback on this topic.

Appendix 1