Passenger Transportation Board

Rates Rules

updated November 9th, 2026

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Part 1 – Interpretation

Rule 1 — Definitions and Application

Definitions

1. In these Rates Rules, the following definitions apply:

   "Act" means the *Passenger Transportation Act*;

   "adherence date" means the last day by which a licensee must make a change to remain in compliance with their licence, 30 calendar days from the effective date;

   "agreement" means an arrangement between a customer and a licensee for the provision of a limousine service to a passenger or group of passengers at set rates;

   "app" means a software application that may be used by passengers to book or hail a trip;

   "application" means a written request to the Board to approve or amend a special authorization;

   "centralized dispatch" means a dispatch service for which the contact information is the same for multiple participating licensees and the licensee dispatched is not at the discretion of the passenger;

   "common rate" means a common rate as described in Rules 8 to 15;

   "customer" means the person who, on behalf of a passenger or group of passengers, enters an agreement with the licensee for the provision of service to a passenger or group of passengers;

   "destination area" means the the area in which a licensee is authorized to drop-off passengers, as defined in the terms and conditions of licence;

   "distance rate" means the charge added by a taxi meter to the trip fare for each kilometer of distance travelled by a taxi.

“effective date” means the earliest date on which a licensee is authorized to make a change;

“fare” means the total compensation and taxes charged for a trip, including surge pricing for TNS, but excluding any gratuities;

“flag rate” means the initial, fixed charge added by a taxi meter as soon as the meter is started at the beginning of a taxi trip.

“flat rate” means a rate charged on a per-trip or point-to-point basis;

“GST” means the [5%] federal Goods and Services Tax;

“industry” refers to the passenger transportation industry within the Board’s jurisdiction;

“limousine” means a sector under the class of PDV licences that authorizes the licensee to provide luxury transportation to passengers when booked in advance that is charged only based on time and does not include service limitations respecting passengers.

“operating area” means the originating and destination areas that a licensee is authorized to operate within;

“originating area” means the area in which a licensee is authorized to pick-up passengers, as defined in the terms and conditions of licence;

“other PDV” means a sector under the class of PDV licences that is not a taxi or limousine and may include a service limitation;

“passenger transportation regions” means the regions described in Schedule 1 to these Rates Rules;

“PDV” means a passenger directed vehicle;

“PDVA” means a passenger directed vehicle authorization;

“per-trip” means the total for complete trip from pick-up to drop-off;

“point-to-point rate” means a rate fixed in advance and charged for transportation between two points;

“public transportation” means passenger transportation services run by governments which are outside the scope of the Act, including public buses operated by or on behalf of British Columbia Transit or the South Coast British Columbia Transportation Authority, TransLink, and HandyDART, a subset of which may also be called “public transit”;

“rate band” means a rate band as described in Rule 3;

“ride-hailing” means transportation network services offered under a TNSA;

“Sea-to-Sky Highway” means the section of Highway 99 from Horseshoe Bay to Pemberton;

“sector” means a classification of special authorization determined by the Board based on service, vehicle, or other characteristics, including: PDVA: Taxi, PDVA: Limo, PDVA: Other PDV, TNSA, and ICBA;

“service limitation” means a term and condition of licence requested by a licensee and attached to a specific service on a licence that defines and restricts the passengers that may use the service (e.g., work crews, tourists who reside outside British Columbia, seniors, English-as-Second Language students, medical transportation);

“stand-by rates” mean rates that apply to non-driving time when a limousine and driver are waiting to provide transportation when needed by the passenger;

“standardized rate” means a standardized rate as described in Rule 4;

“submitter” means a person, other than the applicant, permitted by the Board, pursuant to section 27(2) and (4) of the Act, to make submissions on an application;

“systemic decisions” refers to decisions that the Board may make to regulate the industry, and can be applicable to the whole industry, certain sector types, or otherwise;

“taxi” means a sector under the class of PDV licences that authorizes the licensee to provide transportation to passengers that hail them through a street hail, taxi stand, dispatch service, or an app within their approved originating area,

using an approved fleet of vehicles that are authorized by the Board to be equipped with a top light, and may include a taxi meter.

“taxi licensee” means a licensee who holds a licence that authorizes the licensee to operate a taxi;

“taxi analogue meter” means a taxi meter that is mechanical and that functions independently from a dispatch system and lacks electronic capabilities;

“taxi meter” means any device that calculates taxi fares based on distance rates or time rates, or both;

“taxi smart meter” means a taxi meter that is digital-electronic and that has programmable options and can connect with dispatch and other technologies via technologies such as Bluetooth or USB;

“taxi soft meter” means: (a) any device used as a taxi meter that calculates distance travelled based on Global Positioning System (GPS) technology and/or onboard diagnostics (OBD), or (b) any smartphone or tablet (or a similar mobile device such as an Android or Apple iOS product) that is loaded with application software to be used as a taxi meter;

"TCI” means the taxi cost index as described in Rule 6;

“TCLI” means the taxi and limousine cost index as described in Rule 7;

“time rate” means the charge per unit of time added by a taxi meter to the trip fare when a taxi is stopped or travelling below a specified speed during a trip, such as during construction or heavy traffic.

“TNS” means transportation network services;

“TNSA” means a transportation network services authorization;

“TNS licensee” means a person who holds a valid licence with a TNSA;

“traditional taxi meter” means either a taxi analogue meter or a taxi smart meter, which are hardware-based;

“TNS operating region” means the originating area set out in the terms and conditions of a licence and which is applicable to a TNSA;

"WAV" means an accessible passenger directed vehicle;

"yearly cruise ship season" means the yearly cruise ship season as posted on the Board website;

"YVR" means the international, domestic and south terminals of the Airport, together with all Canada Line stations located on Sea Island. For certainty, it does not include other businesses and organizations on Sea Island in the Municipality of Richmond;

"5 km trip fare" means a total fare that includes only the flag rate and the distance rate for 5km of travel and is not inclusive of any time rate or other charges.

Application

2. These rules apply to all licensees holding a PDVA, TNSA, or ICBA unless the Board orders otherwise.

Part 2 – Taxis

Rule 2 – Standard Rules for Taxi Rates

Application

1. This rule applies to licensees granted a special authorization with a designated PDVA: Taxi sector type.

Written Approval

2. Taxi licensees may only charge rates that are approved in writing by the Board.

Metered Rates – Related Licensees

3. All licensees must charge the same rates for all vehicles operating under the same trade name and/or with the same vehicle markings with overlapping originating.

4. All taxi licensees participating in a centralized dispatch with overlapping originating areas must charge the same meter rates.

GST

5. GST must be included in the fares displayed on all taxi meters.

6. Unless otherwise indicated in the Rules or approved by the Board, GST is included in all other taxi rate calculations.

Posting Rates

7. Licensees must ensure that their rates, including their effective dates, are posted on their websites and apps, if any, as well as in a place in all vehicles that is clearly visible to passengers.

Tips and Other Gratuities

8. A licensee must not request or require, expressly or otherwise, the payment of tips or other gratuities.

Tolls and other Public Fees

9. In addition to approved or set rates, a licensee may charge a passenger for the following:
    (a) All ferry, bridge, tunnel tolls, and other fees (such as park entrance fees) that apply to the taxi or its occupants (including the driver), and tolls for return trips even if the passenger is not returning with the taxi;
    (b) A driver's overnight lodging and breakfast, if the passenger extends a charter trip overnight and it is not feasible for the driver to return to their originating area.

Transaction Fees

10. A licensee may not charge or collect compensation from a passenger, in addition to their advertised rates, in order to recover or otherwise offset transaction fees or any other similar fees or charges, including fees or charges
    (a) Imposed on licensees by credit or financial companies, such as credit card surcharges, or
    (b) For booking a fare through a mobile app.

Fee for Soiling a Vehicle

11. A licensee may charge a passenger who soils or damages the interior of a vehicle with bodily fluids or solids an extra clean-up fee of $75.

Fee for Personal Baggage and Freight

12. (1) In this section:
    (a) Personal baggage includes items such as luggage, parcels, and other items that fit in the trunk of a mid-sized, sedan-style taxi.
    (b) In circumstances when it is difficult to determine whether an item is personal baggage or freight, the item is deemed to be personal baggage.
    (c) Domestic pets are deemed to be personal baggage.
    (d) Animals that are not domestic pets are deemed to be freight.

(2) A licensee may not charge a passenger an extra fee for the transportation of personal baggage or mobility aids.

Taxi Dismissal Charges

13. If a person orders a taxi and changes their mind when the driver appears at the given address, a licensee may charge a dismissal fee as follows:
    (a) The minimum dismissal fee is an amount equal to the approved flag rate on the meter.
    (b) The maximum dismissal fee is the distance rate for driving from the taxi's point of dispatch to the point of dismissal.

Fares Related to Apps

14. If an app estimates the fare, a licensee must ensure that the app calculates based on Board-approved rates.

15. For certainty, a licensee must not accept payment through an app.

Discount Rates

16. For trips booked through an app at off-peak times as defined in a rates order, when the Board-authorized off-peak discount is applicable, a licensee may communicate the discounted rate information to the passenger through the app or by any other means if, by the end of the trip:
    (a) The receipt that is transmitted or printed by the app or dispatch system includes the discount amount or percentage as a line item on the receipt.
    (b) The passenger is given or offered a hand-written receipt with the discount percentage or amount noted on the receipt.

Rule 3 – Rate Bands

Application

1. This Rule applies to licensees granted a special authorization with a designated PDVA: Taxi sector type in Passenger Transportation Regions 3, 4 and 5 who are approved to charge meter rates, except as otherwise provided in Rule 4 *[Standardized Rates]*.

Applicable Rate Bands

2. If a licensee has two or more distinct Operating Areas in different Passenger Transportation Regions, the rates for each service must be in compliance with the relevant rate band for the service.

3. If a single Operating Area spans more than one Passenger Transportation Region, the applicable rate band must be determined based on the Passenger Transportation Region containing the greatest portion of the Originating Area.

Rate Band Amounts

4. Licensees must charge the flag, distance, and time rates set out in the next section as follows:
   (a) The flag rate must be greater than or equal to the minimum flag rate and less than or equal to the maximum flag rate.
   (b) The 5 km trip fare must be greater than or equal to the minimum 5 km trip fare and less than or equal to the maximum 5 km trip fare.
   (c) The time rate must be greater than or equal to the minimum time rate and less than or equal to the maximum time rate.

5. The following rate band amounts apply:

Passenger Transportation Region 3 (effective August 1, 2026)

	Minimum	Maximum
5km trip fare	$15.73	$18.87
Flag rate	$2.28	$4.67
Time rate (per hr.)	$43.05	$51.65

Passenger Transportation Region 4 (effective April 1, 2026)

	Minimum	Maximum
5km trip fare	$15.90	$19.13
Flag rate	$2.49	$5.15
Time rate (per hr.)	$45.65	$54.78

Passenger Transportation Region 5

	Minimum	Maximum
5km trip fare	$16.06	$19.29
Flag rate	$3.54	$6.06
Time rate (per hr.)	$43.66	$52.39

6. All of the above amounts include GST.

Setting Rates within the Rate Band

7. An applicant must include in the licence application the rates that the applicant wishes to charge within the applicable rate band.

8. If an applicant does not apply for meter rates within the rate band but the Board approves meter rates within the rate band, the Board will provide a preliminary decision with partial approval requiring the applicant to provide written notice of the rates within the rate band they wish to charge within 30 days.

9. Rates are effective on the date set by the Board in its written confirmation.

Changing Rates within the Rate Band

10. Licensees wishing to charge a different rate within the rate band must submit a Rate Band Notification Form to the Board, following the Rate Band Notification Procedure.

11. The new rates are effective on the date set by the Board in its written confirmation.

12. Unless the Board otherwise orders, licensees must start charging the new rates by the adherence date, 30 days from the effective date. The old rates continue to be in effect until that time.

13. A licensee must not change rates within the rate band more than once every six months unless changes are required by the Board. This six-month period is restarted from the day any change becomes effective, including changes pursuant to Rule 6 *[Taxi Cost Index]*.

Transition – Pre-Existing Licensees

14. In this section and sections 15 to 19:
    (a) **"pre-existing licensee"** means a taxi licensee who, immediately before the coming into force of this Rule, is authorized to charge meter rates outside of the applicable rate band.
    (b) **"pre-existing order"** means a Board order setting or approving a pre-existing rate;
    (c) **"pre-existing rate"** means a pre-existing licensee's meter rate that, immediately before the coming into force of this Rule, is outside of the applicable rate band.

15. Sections 14 to 19 apply to pre-existing licensees.

16. Pre-existing licensees who have pre-existing rates greater than the maximum in the applicable rate band must start charging rates within the applicable rate band within two years from the coming into force of this Rule.

17. Pre-existing licensees who have pre-existing rates less than the minimum in the applicable rate band must start charging rates within the applicable rate band within three years from the coming into force of this Rule.

18. During those transition periods, the following applies:

    (a) Pre-existing licensees may continue to charge pre-existing rates in accordance with a pre-existing order;

    (b) Pre-existing licensees must transition into the applicable rate band by submitting a Rate Band Notification Form to the Board at any time, with no frequency limitations;

    (c) Pre-existing licensees with a pre-existing rate above the applicable rate band maximum may only decrease the pre-existing rate until the rate is within the rate band;

    (d) Pre-existing licensees with a pre-existing rate below the applicable rate band minimum may only increase the pre-existing rate until the rate is within the rate band;

    (e) Sections 10 to 13 of this Rule [*Changing Rates within the Rate Band*] apply to pre-existing licensees;

    (f) When a pre-existing licensee starts to charge the new rates, the pre-existing orders are repealed.

19. When a pre-existing licensee's rates are within the applicable rate band amounts, sections 10 to 13 of this rule [*Changing Rates within the Rate Band*] apply.

Rule 4 – Standardized Rates

Definitions

1. In this Rule:
    (a) **"pre-existing licensee"** means a taxi licensee who, immediately before the coming into force of this Rule, is authorized to charge the pre-existing rate;
    (b) **"pre-existing rate"** means a Common Rates Rule in the pre-existing rules;
    (c) **"pre-existing rules"** means the Rates Rules, as they read immediately before the coming into force of this Rule;

Application

2. This Rule applies to all licensees granted a special authorization with a designated PDVA: Taxi sector type charging metered rates with originating areas in the following:
    (a) Prince George (effective January 1, 2026)
    (b) Kelowna (effective April 1, 2026)
    (c) Penticton (effective April 1, 2026)
    (d) Port Alberni (effective August 1, 2026)
    (e) Nanaimo (effective August 1, 2026)

General

3. Pre-existing licensees must charge the applicable meter rates set out in section 6 of this Rule [*Standardized Rate Amounts - Meters*] within 30 days of the coming into force of this Rule.

4. During the transition period, a pre-existing licensee may continue to charge the pre-existing rates.

Standardized Rate Amounts - Meters

5. The following Standardized Rates apply:

Originating Area	Flag Rate	Distance Rate (per km)	Time Rate (per hr)
(a) Prince George	$4.02	$2.41	$46.76
(b) Kelowna	$4.24	$2.72	$50.22
(c) Penticton	$3.44	$2.62	$55.02
(d) Port Alberni	$4.69	$2.21	$47.35
(e) Nanaimo	$4.00	$2.79	$49.45

6. All of the above amounts include GST.

Repeal of Standardized Rate

7. To request the Board repeal the application of the Standardized Rate Rule to an area, a licensee subject to the Rule must submit a request to the Board in writing at ptboard@gov.bc.ca for Board decision.

8. The Board will consider all relevant information, including the wishes of the majority of licensees, by fleet size, who are subject to the sub-section of the Rule.

9. If the Board decides to repeal the Standardized Rate Rule, then Rule 3 *[Rate Bands]* would apply to the licensees.

Rule 4.1 – Prince George other standardized rate amounts

Application

1. This Rule applies to all licensees granted a special authorization with a designated PDVA: Taxi sector type charging metered rates with originating areas in Prince George.

Discount Rates

2. When an established charge account customer provides revenue of $2500 per month or greater, a pre-existing licensee must reduce the amount to be billed by 5 per cent.

Rule 4.2 – Kelowna other standardized rate amounts

Application

1. This Rule applies to all licensees granted a special authorization with a designated PDVA: Taxi sector type charging metered rates with originating areas in Kelowna.

Discount Rates

2. Licensees authorized to provide service at Kelowna Airport may charge a $2.00 per ride fee for service with originating and destination points of Kelowna Airport, with the exception of trips that are shorter than 3 km.

Rule 5 – Taxi Meter Standards

Definitions

1. In this Rule, the following applies:
   (a) **"NIST handbook 44"** means the National Institute of Standards and Technology Handbook 44 at NIST Handbook 44 - Current Edition | NIST, as amended from time to time;
   (b) **"NTEP"** means the National Type Evaluation Program [of NIST?] administered through the National Conference on Weights and Measures. Or **"NCWM":** National Council on Weights and Measures (NCWM)- Certificate of Conformance search).

Application

2. This Rule applies to licensees granted a special authorization with a designated PDVA: Taxi sector type that have:
   (a) Express authorization stating that vehicles may or must "be equipped with a meter that calculates fares on a time and distance basis", and
   (b) Board-approved meter rates.

Use of Taxi Meters

3. A taxi meter in a taxi must:
   (a) Be capable of calculating and displaying a fare based on time and distance; and,
   (b) Have a fare display that a passenger with normal eyesight seated in the rear of the taxi is able to read at all times.
   (c) Meet the definition and standards of either a taxi smart meter or taxi soft meter, as defined in Rule 1. Taxi analogue meters are no longer permitted for use as of May 1, 2026.

4. A taxi meter must be produced by a qualified taxi meter company.

5. A licensee may only use a taxi soft meter if the licensee:

(a) Only uses taxi soft meter models (including any software updates or hardware modifications) that meet the performance requirements set out in this Rule.
(b) Only installs and operates taxi soft meters that:
    i. are programmed with current Board-approved rates;
    ii. have hardware and software provisions that protect the rates from unauthorized changes as required in sections 13 to14, below;
    iii. are affixed to the vehicle to the right of the driver and physically secured in the vehicle by hardware;
    iv. provide passengers with a printed or electronic receipt at the end of every trip which contains information as required in section 21.

6. A licensee may only use taxi soft meter models that:
(a) Calculate flag rates, distance rates, and time rates at distinct periods of time without overlap;
(b) Have been evaluated and shown to meet the standards and perform within tolerances set out in section 5.54 of the NIST Handbook 44, including the following:
    i. section 5.54 (S.1.3) “Visibility of Indications”
    ii. section 5.54 (N.1) “Distance Tests”
    iii. section 5.54 (N.2) “Time Test”
    iv. section 5.54 (N.3) “Interference Test”; and,
    v. section 5.54 (T) “Tolerances”
(c) Are installed with a functioning fare announcer that:
    i. a driver can easily activate and silence at the request of a passenger,
    ii. announces the following in English:
        - *Upon meter activation*: The taxi company name, the unique taxi ID number for the vehicle, and the flag rate;
        - *During a trip*: The trip fare at regular intervals (e.g., every $1 or $2);
        - *When a trip concludes*: The total fare, the company name, and unique taxi ID for the vehicle; and,
        - *If turned off while a trip is in progress*: A verbal acknowledgement that the fare announcer has been turned off and that the meter is still running.

7. A licensee using a soft meter with a fare announcer must provide training to all drivers on when and how to use the fare announcer.

8. A licensee using a soft meter with a fare announcer must comply with fare announcer requirements unless otherwise exempted, in writing, by the Board.

9. If a taxi soft meter uses GPS technology to calculate distances and distance rates, the road tests and routes used to evaluate the meter's performance must show that it can operate within NIST Handbook section 44 tolerances despite the following technical challenges:
   (a) Canyon effect (e.g., by routes on urban streets with tall buildings 20 stories high on both sides for 3 or more blocks);
   (b) GPS signal loss (e.g., by routes with a tunnel at least 500 metres in length); and,
   (c) Variable driving conditions (e.g., by routes that include 90° turns, gradual curves, and changes in elevation of 100 metres or more).

10. Upon request, a licensee must provide documentation of the evaluation it undertook to ensure that the taxi soft meter model it selects meets the standards and performance requirements in this Rule.

11. Documentation to meet the requirement in section 10 may include one or more of the following:
   (a) Product specifications and performance test documentation that has been provided by the maker of the taxi soft meter;
   (b) A report by an independent engineer who reviewed the product, conducted road tests, and evaluated its level of conformance with requirements in this Rule; or,
   (c) A Certificate of Conformance issued by a laboratory that is authorized to conduct NTEP evaluations of taxi meters.

Adjustment of Taxi Meters

12. Taxi meters must be adjusted to calculate the current, Board-approved metered rate accurately.

13. Hardware changes or software upgrades must not affect the way rates are calculated. If the calculation of rates is affected, the licensee must evaluate the taxi meter in accordance with this Rule.

14. Hardware and software provisions must be in place that prevent a vehicle operator from changing the rates or modifying how the taxi meter works in a taxi, except in circumstances described in section 15.

15. Rates programmed into a taxi meter may only be changed by an authorized representative of the licensee:
    a. Who has permission to remove and replace physical taxi meter seals to adjust traditional taxi meters or central, password-protected access to program rates for all taxi soft meters in the fleet; and,
    b. After the Board has approved a rate change, the Board has provided notice to a licensee of a rates change under Rule 3 *[Rate Bands]*, or the Registrar has ordered changes to meet compliance requirements.

16. The licensee must have access to, and provide to the Board or Registrar upon request, a change log that provides a persistent audit trail of rates that are charged, historical rate changes that have been made, and the person(s) who made such changes.

Testing the Accuracy of Taxi Meters

17. Licensees must ensure that taxi meters in their vehicles are accurate at all times.

18. A taxi meter in a vehicle is considered accurate if:
    (a) On a road test, the distance computed by the taxi meter is within 2% of the actual distance travelled, and
    (b) On a time test, the time computed by the taxi meter is within 2% of the actual time.

Trip Start

19. Subject to section 20, the taxi meter may only be turned on after the vehicle starts moving.

20. A taxi meter may be turned on before the vehicle starts moving if the vehicle has arrived at the pick-up location and one of the following occurs:
    (a) A passenger instructs the driver to start the taximeter;
    (b) A passenger enters the taxi and instructs the driver to wait for one or more passengers; or,
    (c) A driver informs a passenger of their arrival, and after waiting at least 4 minutes, the driver does not see the passenger on the way to getting in the taxi. Note: Drivers of WAVs cannot charge for waiting time during loading or unloading of passengers.

Trip End

21. The meter must be turned off when the taxi arrives and stops at the passengers' destination.

22. A taxi soft meter must generate a receipt in print or electronic form at the end of every trip that must be offered to the payer and that includes the following details:
    (a) Each charge or fee for the trip (including flag rate, total distance charges, total waiting time charges and other rates);
    (b) The total amount paid;
    (c) The date, start time, and end time of the trip;
    (d) The total time for which "time rates" were charged and total distance travelled for which "distance rates" were charged;
    (e) The initial pickup and final drop off locations;
    (f) The company name and taxi number; and,
    (g) The taxi company contact information (phone, URL, or email).

Responsibility for Costs

23. Licensees are responsible for all costs associated with taxi meters including their evaluation, inspection, installation, use, maintenance, and removal.

Rule 6 – Taxi cost index

Application

1. This Rule applies to licensees granted a special authorization with a designated PDVA: Taxi sector type charging metered rates in Passenger Transportation Regions 3, 4 and 5.

TCI - General

2. The Board will calculate the TCI specific to each Passenger Transportation Region using the Consumer Price Index (CPI) data for B.C. and other relevant data obtained from Statistics Canada and BC Stats to determine the relative change of the various cost categories associated with operating a taxi business (e.g. insurance, fuel, repairs and maintenance, stand rent/company overhead, cell phone/radio phone, annualized costs of vehicles, and the returns to drivers with tips net of expenses and fees paid by drivers).

3. The Board will calculate the TCI annually.

4. Despite section 3, the Board will not apply TCI to the rates in the year following implementation of a rate band or standardized rate in a Passenger Transportation Region.

TCI Rate Adjustments

5. The Board will apply TCI to the minimum and maximum flag rates, 5km trip rates and time rates outlined in Rule 3 [*Rate Bands*].

6. Licensees who fall out of compliance with the applicable rate band following a TCI adjustment by the Board will be required to change their rates in order to comply, pursuant to the Rule 3 *[Rate Bands]* and the rate bands notification procedure.

7. The Board will apply TCI to the flag, distance, and time rates of all standardized rates outlined in Rule 4 *[Standardized Rates].*

8. The Board will provide written notice to licensees detailing changes to metered rates that must be implemented within 30 days of the effective date. The old rates continue to be in effect until that time.

Rule 7 – Taxi and Limousine Cost Index

Application

1. This Rule applies to licensees granted a special authorization with a designated PDVA: Taxi sector type charging meter rates in Passenger Transportation Regions 1 and 2.

TLCI – General

2. The Board will calculate TLCI using Consumer Price Index (CPI) data for BC that is obtained from Statistics Canada and BC Stats as an objective measurement for identifying rate increases for taxis.

3. The Board will monitor the situation and will calculate TLCI periodically, as appropriate, and will notify licensees that a TLCI adjustment is available for a certain period of time.

Process to Obtain TLCI Rate Adjustment – No Common Rate

4. Licensees who are not subject to a common rate and who wish to make a TLCI adjustment to rates may request it as follows:
    (a) Licensees must send notice of the proposed TLCI request to the administrator or manager of each local government or First Nations council where the licensee is authorized to pick up passengers;
    (b) Licensees must send a TLCI Request Form to the Board within the time period set out by the Board in its TLCI notice;
    (c) Licensees must attach to the TLCI Request Form a copy of each notice sent to local governments or First Nations councils;
    (d) The new rates are effective on the date set by the Board in its written confirmation;
    (e) Licensees must start charging the new rates within 30 days of the effective date. The old rates continue to be in effect until that time.

Process to Obtain TLCI Rate Adjustment – Common Rates

5. The Board will not confirm a TLCI rate adjustment for licensees subject to a common rate in Nanaimo, Penticton, Kelowna, Port Alberni, Fraser Valley Regional District or the Capital Regional District unless at least 51% of licensees who are subject to the common rate submit a TLCI Request Form to the Board.

6. The Board will not confirm a TLCI rate adjustment for licensees subject to a common rate in the Metro Vancouver Regional District unless licensees that, in total are authorized to operate at least 51% of the taxis subject to the common rate, submit a TLCI Request Form to the Board.

Repeal of Previous TLCI Rules

All previous TLCI Rules are repealed.

Rule 8 – Common Rate – Capital Regional District

Application

1. This Rule applies to all licensees granted a special authorization with a designated PDVA: Taxi sector type in the Capital Regional District.

Common Rate Amounts

2. Licensees must charge the following meter rates, unless section 3 [Common Rate Amounts – Victoria Ogden Point Cruise Ship Terminal Point-to-Point] applies:

Type of Rates	Rates (without GST)	Rates (with GST)	Rounded Rates (with GST)	Taxi Meter Formula (with GST included)
Flag	$3.8183	$4.0092	$4.00	$4.00 for the first 42.88 metres
Distance (per km)	$2.2208	$2.3318	$2.33	$0.10 for each additional 42.88 metres
Wait Time (per hour)	$47.8406	$50.2326	$50.23	$0.10 for each consecutive 7.17 seconds

3. Throughout the yearly cruise ship season, the following point-to-point rates are in effect for passengers being picked up at the Ogden Point Cruise Ship Terminal and dropped off in the following locations or within 500 metres of the locations, except the 500 metre extension will not apply to Downtown and Outer Downtown:

Trip Description (Ogden Point Terminal to Location)	Vehicle Type	Rate (with GST)
Ogden Point Terminal to Downtown[1]	4-6 passengers	$15.00

[1] The boundaries of Downtown are defined in section 4.

Ogden Point Terminal to Outer Downtown[2]	4-6 passengers	$20.00
Ogden Point Terminal to Craigdarroch Castle	4-6 passengers	$30.00
Ogden Point Terminal to Butchart Gardens/Butterfly Garden	4-6 passengers	$75.00
Ogden Point Terminal to Mount Tolmie	4-6 passengers	$45.00
Ogden Point Terminal to Elements Casino	4-6 passengers	$50.00
Ogden Point Terminal to Hatley Castle	4-6 passengers	$56.00
Ogden Point Terminal to Uptown Shopping Center	4-6 passengers	$30.00
Ogden Point Terminal to Victoria International Airport (YYJ)	4-6 passengers	$78.00
Ogden Point Terminal to Swartz Bay Ferry Terminal	4-6 passengers	$93.00
Ogden Point Terminal to Malahat SkyWalk	4-6 passengers	$98.00

4. Downtown is the area adjacent to the Ogden Point Cruise Ship Terminal, bounded by Pandora Avenue to the north, Douglas Street to the east, and Dallas Road to the south.

5. Outer Downtown is the area adjacent to Downtown, bounded by Hillside Avenue to the north, Quadra Street to the east, and Southgate Street to the south.

6. For destination addresses that are on and directly accessible from the road that marks a boundary between Downtown and Outer Downtown, the Downtown rate

[2] The boundaries of Outer Downtown are defined in section 5.

must be charged on both sides of the street. For destination addresses that are directly accessible from the road that marks a Downtown or Outer Downtown boundary but is not a boundary between the two areas, the applicable point-to-point rate for Downtown or Outer Downtown may be charged on both sides of the street.

7. The following rates may only be added to the point-to-point rates in section 3 if a passenger requests a stop enroute:

Rate add-on charges for stops en route	Base rate without GST	Rounded rates with GST
a. Stops of 10 minutes or less	$6.1314	$6.00
b. Additional Stopping Time (per minute after first 10 minutes)	$2.0438	$2.00

8. If two or more passengers or groups of passengers are going to different addresses and the first destination is listed in section 3, the following applies:

   (a) the point-to-point rate applies until the first passenger or group of passengers disembarks;

   (b) the metered rate set out in section 2 applies to the subsequent transportation of passengers or groups of passengers remaining in the vehicle;

   (c) the meter may only be engaged when the taxi begins moving toward the second destination.

Rule 9 – Common Rate – Metro Vancouver

Application

1. This Rule applies to all licensees granted a special authorization with a designated PDVA: Taxi sector type in Metro Vancouver.

Common Rate Amounts – Meters

2. Licensees must charge the following meter rates, unless sections 3 to 10 [*Common Rate Amounts -YVR Flat Fare Zones*] or sections 11 to 16 [*Common Rate Amounts - Cruise Ship Terminal Flat Fare Zones*] apply:

Type of Rates	Rates without GST	Rates with 5% GST	Rounded Rates with 5% GST	Taxi meter formula with 5% GST included
Flag	3.5903	3.7698	3.75	$3.75 for the first 45.95 metres
Distance (per km)	2.0725	2.1761	2.18	$0.10 for each additional 45.95 metres
Wait Time (hourly)	37.0800	38.9340	38.93	$0.10 for each consecutive 9.25 seconds (or $38.9340 per hour)

Common Rate Amounts – YVR Flat Fare Zones

3. Licensees providing service from YVR must charge a $4.00 per ride premium location charge for service with an originating point of YVR and a destination point outside of the Richmond or Vancouver flat fare zones established in section [6].

4. The premium location charge must be programmed in the taxi meter separately from the meter fare and may only be applied once per trip.

5. All taxis charging the premium location charge must be equipped with a decal/signage on a passenger side window providing notice of the additional charge to YVR passengers.

6. The following flat fare zone rates are in effect for passengers being picked up at YVR and dropped off in the following zones:

Flat Fare Zone Rates (YVR)			
Zone Description	Rate (without GST)	Rounded Rate (with GST)	Rounded Rate (with GST and $4 PLC)
RICHMOND ZONES			
100 - Sea Island	$19.00	$20.00	$24.00
101 - North Richmond	$19.95	$21.00	$25.00
102 - Central Richmond	$24.70	$26.00	$31.00
103 - Mitchell Island	$28.50	$30.00	$34.00
104 - South Richmond / Steveston	$29.45	$31.00	$35.00
105 - North East Richmond	$33.25	$35.00	$39.00
106 - South East Richmond	$34.20	$36.00	$40.00
107 - Far East Richmond	$40.85	$43.00	$47.00
VANCOUVER ZONES			
200 - South Vancouver	$22.8	$24.00	$28.00
201 - South Central Vancouver	$24.70	$26.00	$31.00
202 - South UBC	$29.45	$31.00	$35.00
203 - Central Vancouver	$29.45	$31.00	$35.00
204 - South East Vancouver	$31.35	$33.00	$37.00
205 –Kitsilano / Broadway	$34.20	$36.00	$40.00
206 - Central East Vancouver	$38.95	$41.00	$45.00
207 - UBC	$39.90	$42.00	$46.00

208 - Canada Place / Down Town	$39.90	$42.00	$46.00
209 - Stanley Park	$41.80	$44.00	$48.00
210 - North East Vancouver	$44.65	$47.00	$51.00

7. The zones listed in section 6 are those as set out in the map in Appendix A to this Rule.

8. For destination addresses that are on and directly accessible from the road that marks a zone boundary, the lowest zone rate must be charged on both sides of the street.

9. The following rates may only be added to the zone rates above if a passenger requests a stop enroute:

Zone Rate Add-On Charges for Stops En Route	Base Rate without GST	Rounded Rates with GST
a. Stops of 10 minutes or less	$6.1314	**$6.00**
b. Additional Stopping Time (per minute after first 10 minutes)	$2.0438	**$2.00**

10. If 2 or more passengers or groups of passengers are going to different addresses in a zone, the following applies:
    (a) the zone rate applies until the first passenger or group of passengers disembarks;
    (b) the metered rate set out in section 2 applies to the subsequent transportation of passengers or groups of passengers remaining in the vehicle;
    (c) the meter may only be engaged when the taxi begins moving toward the second destination.

Common Rate Amounts – Cruise Ship Terminal Flat Fare Zones

11. In this section and in sections 12 to 16, the Canada Place Cruise Ship Terminal to Downtown Vancouver Hotel Destination Area is bounded as follows:

(a) East along Waterfront Road to Main Street;
(b) South on Main Street to West 2nd avenue;
(c) North on Cambie Street to Beach Avenue;
(d) West along Beach Avenue to Park Lane;
(e) North along Park Lane to Bayshore Drive
(f) East along Bayshore Drive to West Hastings Street and back to the Cruise Ship Terminal.

12. Throughout the yearly cruise ship season, the following flat fare zone rates are in effect for passengers being picked up at the Canada Place Cruise Ship Terminal and dropped off in the following zones:

Flat Fare Zone Rates (Canada Place Cruise Ship Terminal)		
Zone Description	Base Rate (without GST)	Rounded Rate (with GST)
Canada Place Cruise Ship Terminal to Downtown Vancouver Hotel Destination Area, including Pacific Central Station	$15.38	$16.00
Canada Place Cruise Ship Terminal to YVR (only on posted cruise ship days)	$39.90	$42.00

13. The zones listed in section 12 are those as set out in the map in Appendix B.

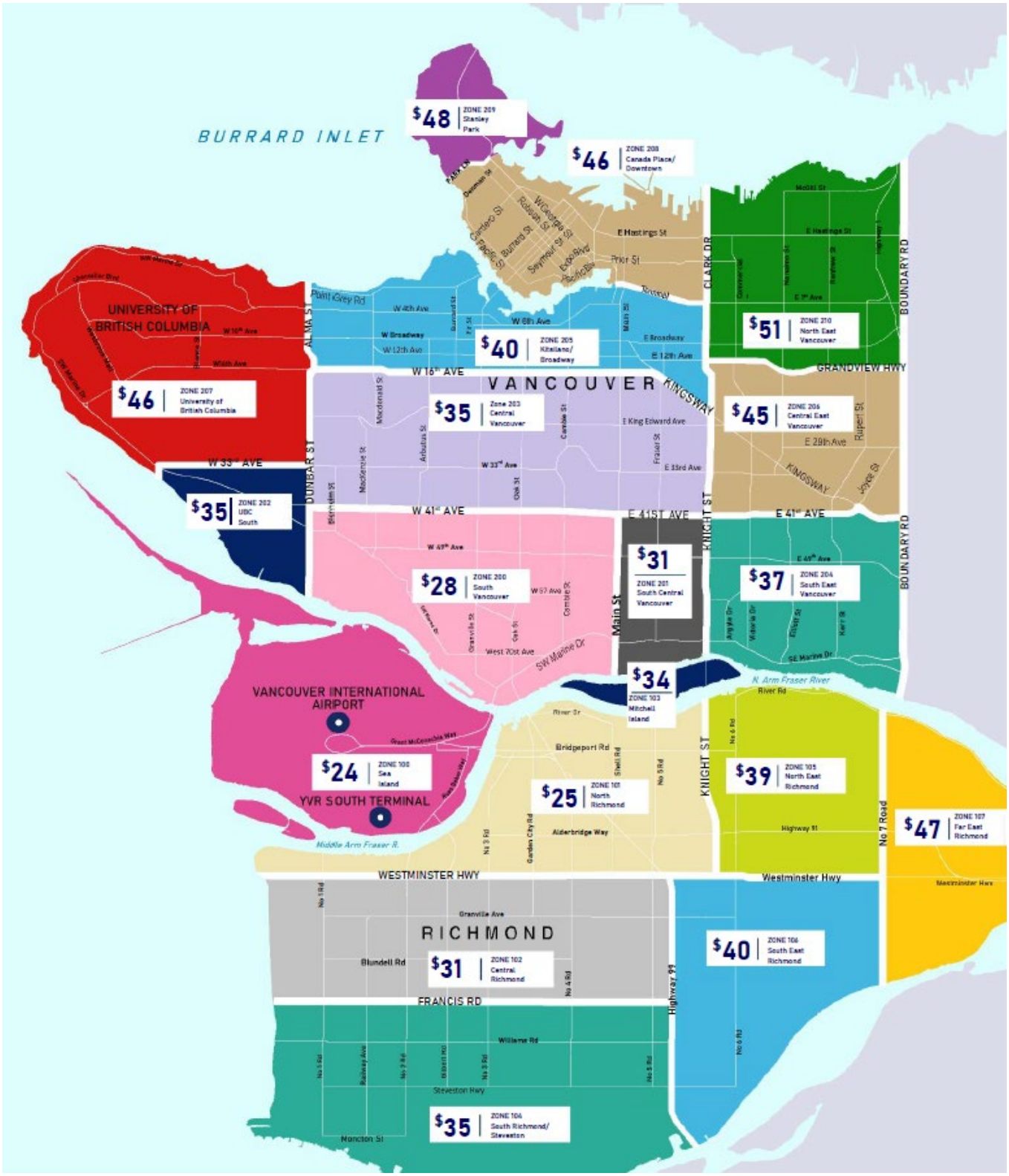
14. For destination addresses that are on and directly accessible from the road that marks a zone boundary, the lowest zone rate must be charged on both sides of the street.

15. The following rates may only be added to the zone rates above if a passenger requests a stop enroute:

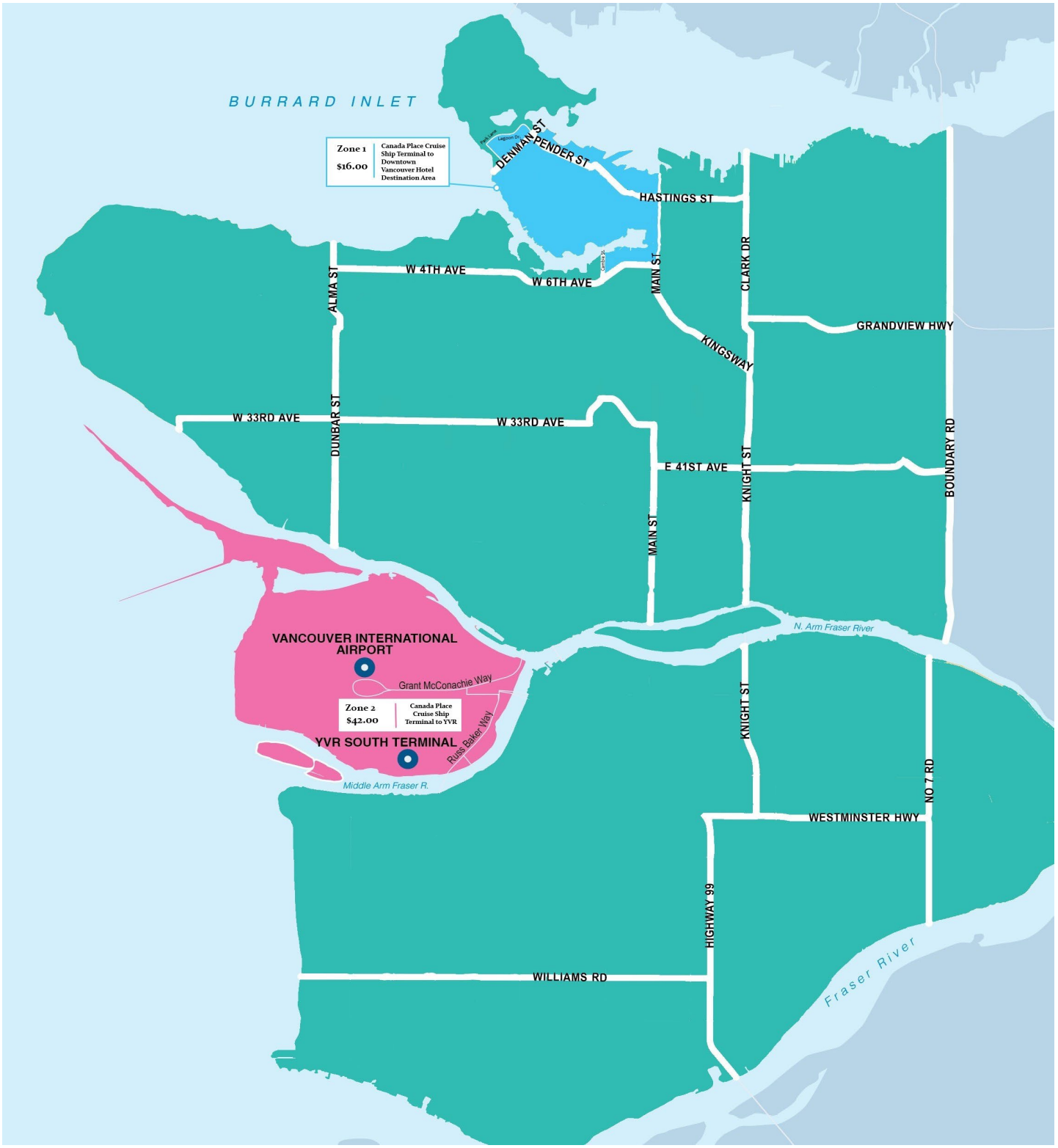
Zone Rate Add-On Charges for Stops En Route	Base Rate without GST	Rounded Rates with GST
a. Stops of 10 minutes or less	$6.1314	**$6.00**
b. Additional Stopping Time (per minute after first 10 minutes)	$2.0438	**$2.00**

16. If 2 or more passengers or groups of passengers are going to different addresses in a zone, the following applies:
    (a) the zone rate applies until the first passenger or group of passengers disembarks;
    (b) the metered rate set out in section 2 applies to the subsequent transportation of passengers or groups of passengers remaining in the vehicle;
    (c) the meter may only be engaged when the taxi begins moving toward the second destination.

Appendix A: Zone Boundaries Map (YVR)



Appendix B: Zone Boundaries Map (Canada Place Cruise Ship Terminal)



Rule 10 – Common Rate – Fraser Valley

Application

1. This Rule applies to all licensees granted a special authorization with a designated PDVA: Taxi sector type in the Fraser Valley.

Common Rate Amounts

2. Licensees must charge the following rates:

Type of Rates	Rates without GST	Rates with GST	Rounded Rates with GST	Taxi meter formula with GST included
Flag	$3.9621	$4.1603	$4.15	$4.15 for the first 42.89 metres
Distance (per km)	2.2205	2.3316	2.33	$0.10 for each additional 42.89 metres
Wait Time (hourly)	39.7287	41.7151	41.72	$0.10 for each consecutive 8.63 seconds (or $41.7151 per hour)

Rule 11 – Common Rate – Kelowna

[Repealed April 30, 2026]

Rule 12 – Common Rate – Nanaimo

[Repealed August 30, 2026]

Rule 13 – Common Rate – Penticton

[Repealed April 30, 2026]

Rule 14 – Common Rate – Prince George

[Repealed on January 30, 2026]

Rule 15 – Common Rate – Port Alberni

[Repealed August 30, 2026]

Part 3 – Transportation Network Services

Rule 16 – Standard Rules for TNS Rates

Application

1. This rule applies to all licensees granted a special authorization with a designated TNSA.

Transaction Fees

2. Licensees may not charge or collect compensation from passengers, in addition to their advertised rates, in order to recover/offset transaction fees or any other fees or charges imposed on licensees by credit or financial companies (i.e. credit card surcharges).

Discount Rates

3. For certainty, the use of any coupons or discounts that reduces a fare charged for a ride to an amount below the TNS minimum rates in Rule 17 is prohibited.

Rule 17 – TNS Minimum Rates

Application

1. This rule applies to all licensees granted a special authorization with a designated TNSA.

TNS minimum rates by passenger transportation region

2. Licensees providing TNS services must charge rates for each ride that do not fall below the following applicable TNS minimum rates:

Region	Regional Districts	TNS minimum rates (including GST)
Region 1	Fraser Valley Metro Vancouver Squamish-Lillooet	$4.43
Region 2	Capital Regional District	$6.03
Region 3	Alberni-Clayoquot Central Coast Comox Valley Cowichan Valley Mount Waddington Nanaimo Qathet (Powell River) Strathcona	$3.94
Region 4	Cariboo Central Kootenay Central Okanagan Columbia-Shuswap East Kootenay Kootenay Boundary	$3.95

	North Okanagan Okanagan-Similkameen Thompson-Nicola	
Region 5	Bulkley-Nechako Fraser-Fort George Islands Trust Kitimat-Stikine North Coast Northern Rockies Peace River Stikine Sunshine Coast	$3.80

3. The Board will calculate the TNS minimum rates annually.

4. The Board will send a notice to TNS licensees advising them of the new TNS minimum rates.
    (a) TNS licensees will have up to six months from the date of the notice to implement the new minimum rate changes.
    (b) Six months from the date of the notice, the Board will post the new TNS minimum rates in this rule. TNS licensees who have not already implemented the new minimum rate(s) will be required to implement the new posted TNS minimum rate(s) on the date it is posted on the Board website.

Part 4 – Limousines and Other PDVs

Rule 18 – Standard Rules for Limousine Rates

Application

1. This rule applies to licensees granted a special authorization with a designated PDVA: Limo sector type.

Minimum Time

2. Subject to Rule 19, the minimum time charge for any limousine service trip is one hour.

3. A licensee may set a minimum time charge that exceeds one hour if the customer is informed at the time of the agreement.

Start and End of Hourly Charges

4. If a licensee calculates the hourly rate from or to a location other than where passengers are picked up or dropped off, the licensee must inform the customer at the time of the agreement of the following:
    (a) the location from or to which the hourly rate is calculated;
    (b) an estimated amount of time that will be added to the trip because of this policy.

Tolls, Public Fees, and Other Service Charges

5. If a licensee informs a customer at the time of the agreement, a licensee may require the customer to pay the following:
    (a) all ferry, bridge, and tunnel tolls and other public fees such as parking and park entrance fees that apply to the limousine or its occupants (including the driver) and tolls for return trips;
    (b) a meet and greet fee;
    (c) vehicle decoration or preparation fee;
    (d) meals or accommodation costs for drivers;
    (e) vehicle clean up fees;

(f) standby rates;
(g) a per kilometer rate from the company's home base to or from the passenger pickup or drop off location.

Fuel Surcharges

6. Fuel surcharges may only be charged when a Board-approved fuel surcharge is in effect.

Substitute Vehicles

7. Subject to section 8, if a licensee is unable to provide a vehicle with the requested seating capacity, the rates charged must fall into the lower of one of the following rate categories:
    (a) Rate category of the requested vehicle;
    (b) Rate category for the limousine that was substituted.

8. If the number of passengers requiring transport exceeds the seating capacity of the vehicle, a licensee may charge the customer a higher rate to substitute a different limousine with a seating capacity to accommodate the number of passengers .

Discounts

9. Licensees may offer a discount of no more than 15 per cent on their rates.

Familiarization Trips

10. A free "familiarization trip" may only be given to the [representatives of] following and only for the purpose of building current and future business relationships with the licensee:
    (a) travel agents;
    (b) destination management companies;
    (c) commercial tour operators;
    (d) event planners.

Tips and Other Gratuities

11. A licensee must not request or require, expressly or otherwise, the payment of tips or other gratuities.

Deposits, Cancellations and Refunds

12. Licensees may establish policies for deposits, cancellations, and refunds if the customer is informed of these policies before entering into an agreement.

Transaction Fees

13. Licensees may not charge or collect compensation from passengers, in addition to their advertised rates, in order to recover/offset transaction fees or any other fees or charges imposed on licensees by credit or financial companies (i.e. credit card surcharges).

Fares Related to Apps

14. If an app estimates the fare, a licensee must ensure that the app calculates based on Board-approved rates.

15. For certainty, a licensee must not accept payment through an app.

Rule 19 – Limousine Rates - Hourly

Definitions

1. In this Rule and Rule 20, **"mid-size limousine"** includes SUVs and other body styles (6-7 passengers), vans (6-11 passengers) and antique sedans (3-5 passengers).
2. In this Rule and Rule 20, "**small limousine"** includes sedan limousines (3-5 passengers) and small vehicles (2-5 passengers).

Application

3. This rule applies to licensees granted a special authorization with a designated PDVA: Limo sector type.

Hourly Rates

4. Except as otherwise provided in section 6, Rule 18 or Rule 20, licensees may only charge rates that are within the following minimum and maximum hourly rates:

Minimum and Maximum Hourly Limousine Rates in BC

	Minimum & Maximum Rates				
	Small Limousines	**Mid-Size Limousines**	**Stretch Cars**	**Stretch SUVs**	**Limo Buses**
Seats (excluding driver)	Variable*	Variable**	8 - 11	8 - 16	17 or more
Minimum Hourly Rate	$75	$90	$110	$150	$175
Maximum Hourly Rate	$150	$160	$175	$240	n/a

**Small limousines include sedan limousine (3-5 pax.) and small vehicles (2-5 pax.).*

***Mid-size limousines include SUVs and other body styles (6-7 pax.), vans (6-11 pax.) and antique sedans (3-5 pax.)*

5. The rates in section 4 do not include GST or any allowable discounts.

6. Subject to Rule 20 (8), other point-to-point rates approved by the Board prior to the date of this rule remain in effect and the licensee must charge the approved point-to-point rates unless a calculation of fares based on an hourly rate would be less.

Rule 20 – Limousine Rates – Sea-to-Sky Corridor

Application

1. This rule applies to licensees granted a special authorization with a designated PDVA: Limo sector type with authority to transport passengers on trips on the Sea-to-Sky Highway including trips on that highway that originate or terminate at the Vancouver International Airport (YVR).

Minimum Fares

2. The minimum fares that must be charged by a licensee for specified one-way trips on the Sea-to-Sky Corridor are the following:

Minimum Rates for Specified One-Way Trips on the Sea-to-Sky Corridor

Trips (either direction)	**Minimum Rates**				
	Small Limousines	**Mid-Size Limousines**	**Stretch Cars**	**Stretch SUVs**	**Limo Buses**
Seats (excluding driver)	Variables*	Variable**	8 - 11	8 - 16	17 or more
YVR-Whistler	$300	$360	$440	$570	$665
YVR-Squamish* **	$195	$235	$290	$375	$435
YVR-Pemberton	$375	$445	$545	$710	$825
Vancouver-Squamish* **	$145	$175	$215	$275	$325
Vancouver-Whistler	$245	$295	$360	$470	$545
Vancouver-Pemberton	$320	$385	$470	$605	$710
Squamish-Whistler* **	$105	$130	$155	$200	$235
Squamish-Pemberton* **	$180	$215	$265	$340	$400
Whistler-Pemberton	$80	$95	$115	$150	$175

** Small limousines include sedan limousines (3-5 pax.) and small vehicles (2-5 pax.)*

***Mid-size limousines include SUVs and other body styles (6-7 pax.), vans (6-11 pax.) and antique sedans (3-5 pax.)*

**** Sea-to-Sky Gondola is located in the District of Squamish.*

3. The rates in section 2 do not include GST or any allowable discounts.

4. Trips identified in section 2 are based on municipal boundaries except YVR.

5. For certainty, minimum and maximum hourly rates in Rule 19 apply to all trips on the Sea-to-Sky corridor that are not identified in section 2.

6. Before the start of the trip, licensees must inform customers of applicable rates and minimum fares for the Sea-to-Sky corridor.

7. If a licensee is charging point-to-point rates and a passenger requests a stop or alternate route that extends the trip by more than 15 minutes, licensees may apply an additional charge as long as they notify customers of the additional charges in advance and in writing.

8. For trips identified in section 2, the applicable minimum fares replace any company-specific point-to-point or flat rates the Board may have approved previously.

Rule 21 – Standard Rule for Other PDV Rates

Application

1. This rule applies to licensees granted a special authorization with a designated PDVA: Other PDV sector type.

Tips and Other Gratuities

2. A licensee must not request or require, expressly or otherwise, the payment of tips or other gratuities.

Transaction Fees

3. A licensee may not charge or collect compensation from a passenger, in addition to their advertised rates, in order to recover or otherwise offset transaction fees or any other similar fees or charges, including fees or charges
    (a) Imposed on licensees by credit or financial companies, such as credit card surcharges,
    (b) For booking a fare through a mobile app.

Fares Related to Apps

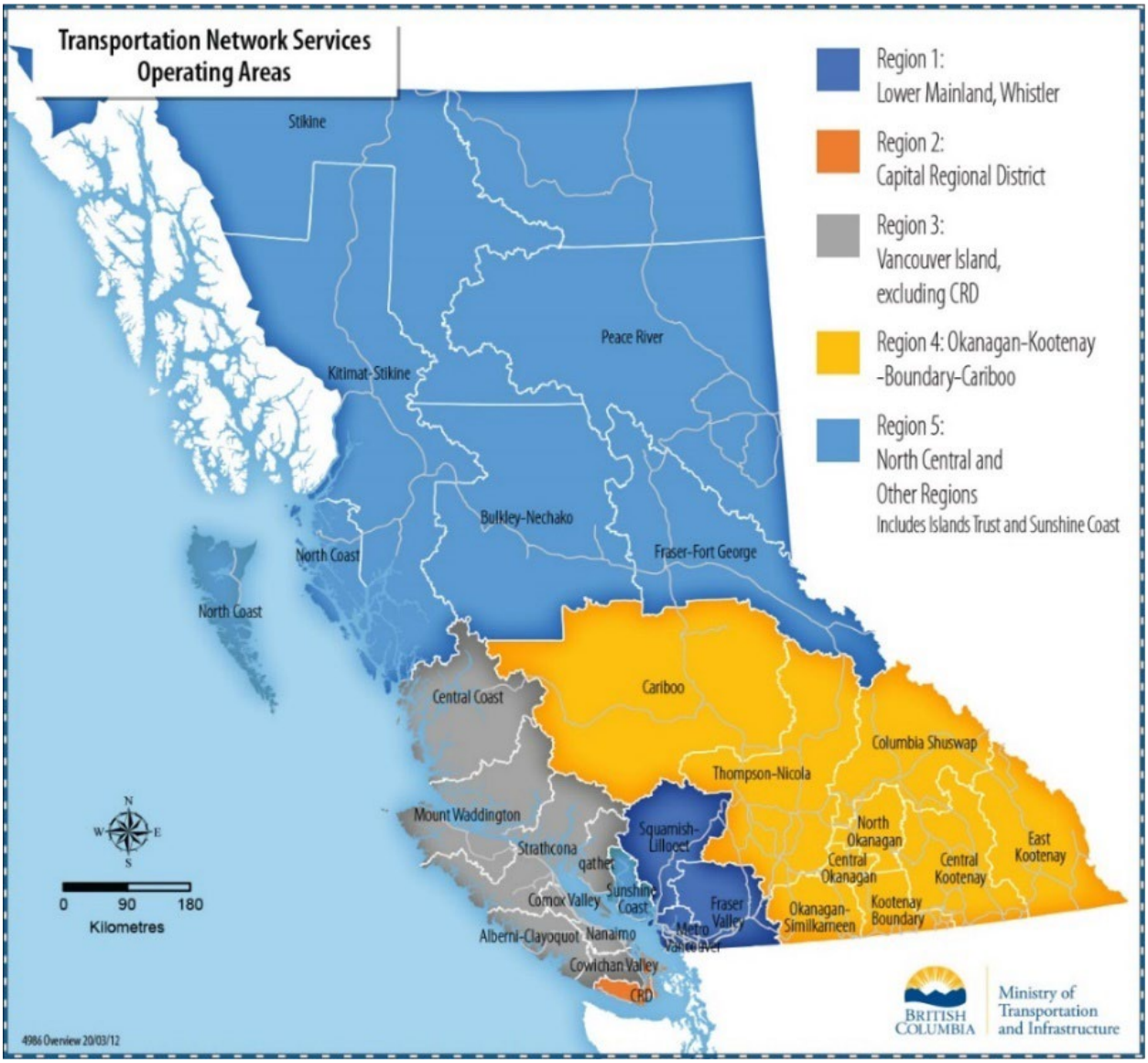
4. If an app estimates the fare, a licensee must ensure that the app calculates based on Board-approved rates.

5. For certainty, a licensee must not accept payment through an app.

Schedule 1- Passenger Transportation Regions

1. Passenger Transportation Regions are defined based on regional district boundaries, where applicable. As such, any changes to regional district boundaries will automatically be reflected in the Board's Passenger Transportation Regions.

2. The applicable Passenger Transportation Region for a licence is defined by the location of the originating area.



Region 1

- Fraser Valley Regional District
- Metro Vancouver Regional District
- Squamish-Lillooet Regional District

Region 2

- Capital Regional District (CRD)

Region 3

- Alberni-Clayoquot Regional District
- Central Coast Regional District
- Comox Valley Regional District
- Cowichan Valley Regional District
- Mt. Waddington Regional District
- Nanaimo Regional District
- qathet (Powell River) Regional District
- Strathcona Regional District

Region 4

- Cariboo Regional District
- Central Kootenay Regional District
- Central Okanagan Regional District
- Columbia Shuswap Regional District
- East Kootenay Regional District
- Kootenay Boundary Regional District
- North Okanagan Regional District
- Okanagan-Similkameen Regional District
- Thompson-Nicola Regional District

Region 5

- Bukley-Nechako Regional District
- Fraser-Fort George Regional District
- Islands Trust
- Kitimat-Stikine Regional District

- North Coast Regional District
- Northern Rockies Regional Municipality
- Peace River Regional District
- Stikine Regional District
- Sunshine Coast Regional District