

Dick, Joan L CSCD:EX

From: Robbins, Lia CSCD:EX
Sent: Monday, February 1, 2016 4:03 PM
To: Dick, Joan L CSCD:EX
Subject: FW: Meeting with Minister Fassbender - Feb 10th

FYI

Lia Robbins | Administrative Coordinator
Minister's Office of Community Sport & Cultural Development
Minister Responsible for Translink
Room 310 – Parliament Buildings
Tel: 250 387-6478
Website: www.gov.cscd.bc.ca

From: Carolyn Bauer [mailto:carolyn@yellow-cab.ca]
Sent: Monday, February 1, 2016 4:02 PM
To: Robbins, Lia CSCD:EX
Subject: Re: Meeting with Minister Fassbender - Feb 10th

I am sorry I have a name change for the Vancouver Taxi Association, ^{s.22}
^{s.22} Mr Robbie Dhillon will be attending in his place.

Thanks

Carolyn

Sent from my iPhone

On Feb 1, 2016, at 1:28 PM, Robbins, Lia CSCD:EX <Lia.Robbins@gov.bc.ca> wrote:

Thank you, Carolyn!

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Website: www.gov.cscd.bc.ca

From: Carolyn Bauer [mailto:carolyn@yellow-cab.ca]
Sent: Monday, February 1, 2016 1:26 PM
To: Robbins, Lia CSCD:EX
Cc: Dick, Joan L CSCD:EX
Subject: RE: Meeting with Minister Fassbender - Feb 10th

Good afternoon, thank you. I have reserved the ^{s.15}
^{s.15} I have reserved for 15 people. I have asked for a hot buffet breakfast to be ready for 7:00am.

Thank you for your help.

Carolyn Bauer

General Manager
Yellow Cab
Spokesperson for the Vancouver Taxi Association
604-258-4701

From: Robbins, Lia CSCD:EX [<mailto:Lia.Robbins@gov.bc.ca>]
Sent: February-01-16 1:09 PM
To: Carolyn Bauer <carolyn@yellow-cab.ca>
Cc: Dick, Joan L CSCD:EX <Joan.Dick@gov.bc.ca>
Subject: RE: Meeting with Minister Fassbender - Feb 10th

Hi Carolyn,

It sounds as though it'll be Minister Fassbender and his Chief of Staff, Joan Dick from CSCD. From MoTi, Minister Stone and his Chief of Staff Jordan Bell will likely attend.

There is also a chance that our Deputy Minister's Jacquie Dawes (CSCD), and Grant Main (MoTI) will attend.

I will update you as I receive confirmation.

Thank you,

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Tel: 250 387-6478
Website: www.gov.cscd.bc.ca

From: Carolyn Bauer [<mailto:carolyn@yellow-cab.ca>]
Sent: Friday, January 29, 2016 4:38 PM
To: Robbins, Lia CSCD:EX
Subject: RE: Meeting with Minister Fassbender - Feb 10th

Thank you, I will book down the s.15 could you tell me how many will be attending from Minister Fassbender's office, just so I can make sure everyone can eat. Do you know if Minister Stone will be attending? If so would he be bringing his chief of staff?

From: Robbins, Lia CSCD:EX [<mailto:Lia.Robbins@gov.bc.ca>]
Sent: January-29-16 4:07 PM
To: Carolyn Bauer <carolyn@yellow-cab.ca>
Subject: RE: Meeting with Minister Fassbender - Feb 10th

Hi Carolyn,

No problem at all.

The s.15

s.15 They cater well to group breakfasts. There are not a ton of good breakfast options near the Legislature for larger groups, but you might also want to try Cora's on Douglas Street. Let me know if you need anything else.

Thank you,

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Tel: 250 387-6478
Website: www.gov.cscd.bc.ca

From: Carolyn Bauer [<mailto:carolyn@yellow-cab.ca>]
Sent: Friday, January 29, 2016 4:03 PM
To: Robbins, Lia CSCD:EX
Subject: RE: Meeting with Minister Fassbender - Feb 10th

Do you have any ideas for me what the best location could be keeping in mind that the Minister will have to be in cabinet by 9:00am. Just a few names within walking distance would help, I will make all of the arrangements.

Carolyn

From: Robbins, Lia CSCD:EX [<mailto:Lia.Robbins@gov.bc.ca>]
Sent: January-29-16 3:55 PM
To: Carolyn Bauer <carolyn@yellow-cab.ca>
Subject: RE: Meeting with Minister Fassbender - Feb 10th

Hi Carolyn,

Thank you for letting me know. I will wait to hear from you on the location of the meeting.

Thanks very much,

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Tel: 250 387-6478
Website: www.gov.cscd.bc.ca

From: Carolyn Bauer [<mailto:carolyn@yellow-cab.ca>]
Sent: Friday, January 29, 2016 3:53 PM
To: Robbins, Lia CSCD:EX
Subject: RE: Meeting with Minister Fassbender - Feb 10th

Good afternoon Lia, further to my conversation with the Joan Dick Chief of Staff to Minister Fassbender, please remove s.22 from the scheduled meeting of February 10th 2016.

Kind regards and thank you

Carolyn

From: Robbins, Lia CSCD:EX [<mailto:Lia.Robbins@gov.bc.ca>]
Sent: January-29-16 2:54 PM
To: Carolyn Bauer <carolyn@yellow-cab.ca>
Subject: RE: Meeting with Minister Fassbender - Feb 10th

Thank you, Carolyn.

Lia Robbins | Administrative Coordinator
Minister's Office of Community Sport & Cultural Development
Minister Responsible for Translink
Room 310 – Parliament Buildings
Tel: 250 387-6478
Website: www.gov.cscd.bc.ca

From: Carolyn Bauer [<mailto:carolyn@yellow-cab.ca>]
Sent: Friday, January 29, 2016 2:05 PM
To: Robbins, Lia CSCD:EX
Subject: RE: Meeting with Minister Fassbender - Feb 10th

Good afternoon Lia, sorry for my delay I need to make sure I had the correct names:

From the Vancouver Taxi Association:

Carolyn Bauer, Kulwant Sahota, s.22

From The BC Taxi Association:

Mohan Kang, Sohan Mehat, Paul Gill and s.22

From the Victoria Taxi Association:

Sushil Hira, Kuldeep Singh and Kenny Hundal

We would be pleased to pay for a meeting room at a hotel and breakfast served. We recognize that the Minister has very busy day planned and therefore will respect his time limit.

Thank you

Carolyn Bauer
604-619-8428

From: Robbins, Lia CSCD:EX [<mailto:Lia.Robbins@gov.bc.ca>]
Sent: January-29-16 10:18 AM
To: Carolyn Bauer <carolyn@yellow-cab.ca>
Subject: Meeting with Minister Fassbender - Feb 10th
Importance: High

Hi Carolyn,

I have been asked to reach out to you to work out details for the potential meeting with Minister Fassbender on Wednesday, February 10th at 7:00am in Victoria. At this time, I cannot quite yet confirm the meeting, as details are still being worked on by staff. If everything lines up, and this meeting can take place, I will need you to send through a list of all of those who will be participating. Staff would like to review this list, and I will also need it in order to book sufficient meeting space. **If you could please send this through before the end of the day today, that would be much appreciated.**

Please let me know if you have any questions.

Thanks very much!

Lia

Lia Robbins | Administrative Coordinator
Minister's Office of Community Sport & Cultural Development
Minister Responsible for Translink
Room 310 – Parliament Buildings
Tel: 250 387-6478
Website: www.gov.cscd.bc.ca

Dick, Joan L CSCD:EX

From: Schneider, Vanessa GCPE:EX
Sent: Thursday, February 4, 2016 9:09 AM
To: Dick, Joan L CSCD:EX
Cc: Bates Gibbs, Bonnie GCPE:EX; Rhodes, Gillian GCPE:EX
Subject: Re: Shared Economy
Attachments: IN Uber.docx

MOTI has prepared the attached for discussion at 10am, with the expectation that we can fine tune after the meeting and media today.

From: Dick, Joan L CSCD:EX
Sent: Thursday, February 4, 2016 9:04 AM
To: Schneider, Vanessa GCPE:EX
Cc: Bates Gibbs, Bonnie GCPE:EX; Rhodes, Gillian GCPE:EX
Subject: Shared Economy

V:

Do we have any messaging developed on this topic as yet? Did MoTI prepare any messaging for MTS when he was the spokesperson? Need asap. Getting asked to share for a look before the ats launch today.

J.

Sent from my BlackBerry 10 smartphone on the TELUS network.

ADVICE TO MINISTER

CONFIDENTIAL ISSUES NOTE

Ministry of Transportation and Infrastructure
Updated Feb. 18, 2016

Minister Responsible: Todd Stone

Uber

ADVICE AND RECOMMENDED RESPONSE:

- **British Columbians want additional choice, convenience and competition.**
- **The sharing economy and new and emerging technologies such as eCab, Uber and Lyft present real opportunities to provide improved service for consumers.**
- **Government encourages innovation and the free market.**
- **However... Passenger Safety must continue to be the number one priority.**
- **We need to also recognize the investments and jobs created by the many people currently providing passenger transportation in the province.**
- **To that end, my colleague, Minister Fassbender, and I will be consulting with stakeholders, including the taxi industry and local government, to determine the sensible next steps.**
- **This is going to take some time as we strive to proceed with the most responsible path forward.**
- **We are hearing from stakeholders on this. At the end of the day, the path we take will balance the interests of all stakeholders, protect passenger safety and address the public's desire for more choice, convenience and competition.**

Passenger safety:

- **The safety of the travelling public has been, and will remain, our number one priority. New services and passenger options will not be able to come in at the expense of passenger safety and all those seeking to provide these services in Victoria, Vancouver or anywhere in B.C. must respect the current regulatory system.**
- **The Passenger Transportation Act requires any vehicle operated by the person who charges or collects compensation for transporting passengers to be licensed.**

- **Other jurisdictions across Canada, North America and around the world are, like British Columbia, working to provide safe passenger transportation services to the public, within their regulations.**
- **We will continue to monitor their progress, and the challenges and the opportunities that are being presented.**

Key Facts Regarding the Issue:

On Jan. 25, 2016, Premier Clark asked Minister Peter Fassbender, the minister responsible for TransLink, to lead consultations with industry stakeholders and Lower Mainland local governments on ride-sharing passenger transportation service in B.C. **s.13,s.17**

s.13,s.17

Previously, the opposition wrote a letter to the Province accusing it of holding secret meetings with ride sharing company Uber, despite the company receiving a “no” from the Passenger Transport Board. Both the cities of Vancouver and Surrey have rejected Uber services. On January 15, Uber announced its **s.13**

On Feb. 10, representatives from each taxi association operating in BC, (B.C. Taxi Association, Vancouver Taxi Association, and The Greater Victoria Taxi Association) met with Minister Fassbender, Minister Stone, and Minister Anton and their staff in Victoria.

On Feb. 15, the Vancouver Board of Trade wrote to Minister Stone and Minister Fassbender expressing their support for ride-sharing options in Vancouver. They asked for government to:

- Establish a provincial regulatory framework which introduces ridesharing to the province.
- Review and update taxi regulations to enable the industry to effectively compete against new services.
- Modernize provincial regulations and harmonize municipal regulations to remove unnecessary red tape and establish a regulatory regime which fosters innovation and competition, while safeguarding public transit.
- Direct ICBC to consult with stakeholders in developing insurance products suitable for part-time and flexible vehicle-for-hire work and which is applicable to both the taxi and ridesharing industries.

Background:

One of the recommendations from the City of Vancouver's recent review on its Vehicle-For-Hire bylaw is working with various stakeholders to examine the issues and opportunities for commercial ridesharing in Metro Vancouver.

Currently, in order to approve a licence to operate, the Passenger Transportation Board needs to assess public need for the service, the potential impact of the new service on existing services and whether the applicant is fit and proper to operate within the framework that exists.

In December 2014, the Passenger Transportation Board approved a licence for Ripe Rides, which is an app-based service licensed to operate 20 luxury sedans in the GVRD. Ripe Rides' services, which started in fall 2015, must comply with the rates approved by the Board, which are based on time and distance rather than hourly. Rates for short trips are generally higher than taxi rates, but lower than the \$75 minimum hourly sedan rates the Board has approved for other sedan limousine operators.

On Feb. 12, Angus Reid's released a poll which says that the majority of Canadians would like to see Uber operating in Canada and would like it regulated the same way as taxis.

ADVICE TO MINISTER

Communications contact: Cindy Cousins 250 387-8626
Program contact: Kristin Vanderkuip 604 527-2201

Minister's Office	Program Area	ADM	Comm. Dir
	KV	DB	

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s.13

Page 11

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s.13

Dick, Joan L CSCD:EX

From: Carolyn Bauer <carolyn@yellow-cab.ca>
Sent: Thursday, February 11, 2016 8:23 AM
To: Dick, Joan L CSCD:EX
Subject: Re: Meeting with Minister Fassbender - Feb 10th

Good morning, thank you again for the meeting. I am out of the office until 11:00am I will respond to you email at that time. On another note a few of the fellows from Victoria yellow cab had arranged a meeting over a month ago with an NDP MLA, that meeting took place yesterday s.22 We have since spoken with all parties involved s.22 outlining the process as we move forward. I am confident once we get this one pager we are working on to you for approval then to everyone, s.22 I will forward all email addresses to you s.22 s.22

Thank you again for everything.

Carolyn

Sent from my iPhone

On Feb 10, 2016, at 7:31 PM, Dick, Joan L CSCD:EX <Joan.Dick@gov.bc.ca> wrote:

Good evening Carolyn.
Thank you for all you did to make this morning's meeting possible. Minister Fassbender commented that he felt the meeting went well and that the conversation is off to a good start.
I would appreciate it if you could provide me with the email addresses of everyone that was in attendance. (I have your address as well as Mohan Kang's and Paul Gill's addresses.) Per Minister Fassbender's direction, I will send out my contact info so that if anyone needs to reach the minister, they will have a means to do so.
Thank you in advance for your assistance.
Regards,
Joan
*Joan Dick
Chief of Staff to the Honourable Peter Fassbender
Ministry of Community, Sport and Cultural Development
and Minister responsible for Translink
(o) 250-387-2283 (f) 250-387-4312*

From: Carolyn Bauer [<mailto:carolyn@yellow-cab.ca>]
Sent: Monday, February 1, 2016 1:26 PM
To: Robbins, Lia CSCD:EX
Cc: Dick, Joan L CSCD:EX
Subject: RE: Meeting with Minister Fassbender - Feb 10th

Good afternoon, thank you. I have reserved the s.15
s.15 I have reserved for 15 people. I have asked for a hot buffet breakfast to be ready for 7:00am.

Thank you for your help.

Carolyn Bauer

Page 16

Withheld pursuant to/removed as

DUPLICATE

Dick, Joan L CSCD:EX

From: Carolyn Bauer <carolyn@yellow-cab.ca>
Sent: Friday, February 12, 2016 6:21 AM
To: Dick, Joan L CSCD:EX
Cc: Kulwant Sahota; s.22 Mohan S. Kanq; s.22
president@yellowcabvictoria.com
Subject: one pager
Attachments: One-Page Communication Update.doc

Good morning Joan, please find attached the one pager as discussed in the meeting on February 10th, 2016. s.13
s.13 We wanted to keep it a simple read for our memberships to help everyone understand the process and next steps..

Kind regards

Carolyn

Page 18

Withheld pursuant to/removal as

s.13

Dick, Joan L CSCD:EX

From: Carolyn Bauer <carolyn@yellow-cab.ca>
Sent: Friday, February 12, 2016 4:36 PM
To: Kulwant Sahota; s.22 Mohan S. Kang; Sach Di Awaaz Rep 1;
s.22
president@yellowcabvictoria.com
Cc: Dick, Joan L CSCD:EX
Subject: one pager
Attachments: One-Pager Communication Update Edited.doc

Good afternoon everyone, please find attached the final copy of the one pager. s.13

s.13 Please
make sure that this is given out to every driver, lease operator and shareholder in our companies to help them understand the process now taking place.

Thanks and have a great weekend.

Carolyn

Page 20

Withheld pursuant to/removed as

s.13

Dick, Joan L CSCD:EX

From: Carolyn Bauer <carolyn@yellow-cab.ca>
Sent: Friday, February 12, 2016 4:39 PM
To: Kulwant Sahota; s.22 Mohan S. Kang; Sach Di Awaaz Rep 1;
s.22
president@yellowcabvictoria.com
Cc: Dick, Joan L CSCD:EX
Subject: RE: one pager
Attachments: One-Pager Communication Update.doc

My mistake, please use this copy and delete the first one I sent.

A long day

carolyn

From: Carolyn Bauer
Sent: February-12-16 4:36 PM
To: Kulwant Sahota ·s.22 'Mohan S. Kang' <s.22>; 'Sach
Di Awaaz Rep 1' ·s.22
s.22 'president@yellowcabvictoria.com'
<president@yellowcabvictoria.com>
Cc: 'Dick, Joan L CSCD:EX' <Joan.Dick@gov.bc.ca>
Subject: one pager

Good afternoon everyone, please find attached the final copy of the one pager. s.13

s.13 Please
make sure that this is given out to every driver, lease operator and shareholder in our companies to help them
understand the process now taking place.

Thanks and have a great weekend.

Carolyn



Greater Victoria Taxi Association



Provincial Taxi Industry Update

February 12th, 2016

Overview:

On Wednesday February 10th, 2016 three members from each taxi association operating in BC, (B.C. Taxi Association, Vancouver Taxi Association, and The Greater Victoria Taxi Association) met with Minister Fassbender, Minister Stone, Minister Anton and their Staff in Victoria.

Collectively, we have agreed to ensure that future consultations – led by Minister Fassbender – will be transparent, respectful and solution orientated. As regulatory responsibility for the sector remains with Minister Stone and the Ministry of Transportation and Infrastructure, Minister Fassbender will work closely with Minister Stone as we undertake this process. There is a clear understanding and agreement that our united group will meet regularly in a collaborative and cooperative manner. It was also understood that there will not be any immediate changes to our industry. The industry and government are committed to this consultation process and committed to ensure that our industry remains vibrant and strong.

We are meeting as a united industry and we are optimistic that we can create the framework for a healthy and vibrant taxi industry that is focused on putting the passenger first.

What Happens Next?

The Minister will be meeting with municipalities and our industry group (the three representatives from the three taxi industry associations). We will work with government (through Minister Fassbender, who will work closely with Minister Stone) to ensure our industry embraces change and innovation, while safeguarding and enhancing safety and accountability.

The next meeting will take place in the coming weeks. We will keep you posted on the status of our meetings and the outcomes so you can remain informed.

Please remember this is the ONLY group that is to meet with government. The united industry group is our official voice for the taxi industry consultation. Please do not contact your local MLA's while this process is taking place. If you have any questions, concerns or comments, please bring these matters to the attention of your individual associations.

Fassbender, Peter CSCD:EX

From: Fassbender, Peter CSCD:EX
Sent: Friday, February 12, 2016 12:09 PM
To: Michael van Hemmen
Subject: Re: Ridesharing regulations, Edmonton-->BC

Thanks Michael. Appreciate the information.

MPF

Sent from my BlackBerry 10 smartphone on the TELUS network.

From: Michael van Hemmen
Sent: Friday, February 12, 2016 10:46 AM
To: Stone, Todd TRAN:EX; Fassbender, Peter CSCD:EX
Cc: Bell, Jordan TRAN:EX; Dick, Joan L CSCD:EX
Subject: Ridesharing regulations, Edmonton-->BC

Ministers,

I wanted to pass along a quick assessment of the key components of Edmonton's bylaw that permits ridesharing. It is important to note that it reflects the overwhelming public opinion of Metro Vancouver residents that want province-wide rules ensuring safety and protection but reflect the differences between ridesharing, limousines and taxi. While it is a workable solution for a city like Edmonton, some changes would be required for a provincial solution such as British Columbia. The good news, is that in BC's context a workable framework, based upon what has been adopted by other jurisdictions, is simple and can quickly be put into legislation.

I would be happy to talk through this in greater detail with you and your officials.

All the best,

Michael

Component	Edmonton Bylaw & Implementation	Implication for BC	Policy Rationale/Additional Comments
Ridesharing Company License	Required. Referred to as a commercial PTP dispatcher license	Similar requirement is appropriate. The definition should be more specific and refer specifically to the ridesharing company. Our legal team can liaise with provincial drafters on this.	Ridesharing is a unique industry, much like taxi is different from limousines and carpooling. As such, it makes sense to have a separate category license for ridesharing companies.

Driver Screening	Required, Uber's third-party screening providers check permitted.	Same requirement is appropriate.	Third-party screeners can conduct screenings of RCMP and local police databases on behalf of the ridesharing company. Over 70 jurisdictions that have regulated ridesharing have recognized Uber's background check process in their rules.
Driver's Abstract Check	Not required	Uber requires a driver's abstract search to confirm a safe driving record.	A potential driver-partner's driving history is extremely relevant information in determining if someone is responsible enough to provide transportation to others.
Vehicle Inspections	Required. Submitted upon request of a bylaw officer. Recognition that personal vehicles are used. Uber's inspection accepted.	Same requirement is appropriate.	These are personal vehicles, the vast majority of time being used only a few extra hours a week for ridesharing services. Moreover, with ridesharing's rating & feedback system, every trip is an inspection of sorts. As such, an appropriate annual vehicle inspection provides additional comfort that these vehicles are road worthy.
Supply Caps	None	Same requirement is appropriate for ridesharing.	Ridesharing partners are independent contractors determining when and where they offer transportation services. In Canada, almost 60% of our partners use the platform less than 10 hours a week. Moreover, as we've grown, we've found that our partners grow the transportation pie, serving areas of a city traditionally underserved by public transit and taxi. Finally, flexible supply means that there are more partners offering rides when people need them the most and there are not adequate options available (e.g. when bars are closing). With that, supply caps are impractical. No jurisdiction that has regulated ridesharing has imposed supply caps as it is an attractive opportunity for drivers. For example, in less than three years, more than 150,000 have signed-up with Uber and its competitors in Chicago.
Price regulation	For rides pre-arranged via an app there's a minimum fare for taxi/limo/ridesharing equivalent to a bus fare, no maximum fare	No fare regulation is required. Replicate policy on maximum fares. A minimum fare is unadvisable.	Dynamic pricing is an important means for ridesharing companies to incent partners to provide transportation services when people need them the most, but when partners may otherwise choose not to driver at regular rates (i.e. New Year's Eve). No

			<p>jurisdiction has instituted maximum rates for ridesharing operations during regular time periods.</p> <p>Minimum fares could have the unintended consequence of restricting future low-cost innovation like uberPOOL and is an ineffective tool to manage competition which is the purview of the Competition Bureau of Canada.</p>
Data sharing	Required, upon request to confirm regulatory compliance	Similar requirement is appropriate	We would like to open a dialogue on how we can be an effective partner with BC on data sharing.
Fees	Flat fee for Ridesharing company and per trip fee	The province can use a fee structure that is required to be paid to municipalities as means of financial compensation for a provincial framework rather than unnecessary individual municipal licensing.	We would like to open a dialogue on the best fee structure that would work for BC.
Driver & Vehicle Registration	Required	Unnecessarily burdensome for both regulator and ridesharing	The vast majority of jurisdictions that have regulated ridesharing recognize that the most sustainable model is to establish the requirements for ridesharing drivers and audit compliance, similar to the safety management system approach used by Canadian transportation regulators.
Street Hails/Taxi stands/Cash fares	Exclusive to taxi	Same requirement is appropriate	In recognition of the differences of the two industries (i.e. ridesharing ride requests can only be made and paid for through the app), it is appropriate to continue to leave such rides solely for taxi
Insurance	Refers to provincial rules	BC provincial solution that works with the ridesharing model.	
Driver's Licensing	Refers to provincial rules	Allow class 5 license (work ongoing with AB provincial officials)	The average ridesharing driver utilizes their personal vehicles for ridesharing services for a few additional hours a week. Moreover, with ridesharing's rating system, the ridesharing company can be made aware of any poor driving habits and quickly take

			corrective action.
Vehicle Registration	No mention	Same requirement as Alberta. (Personal registration is sufficient)	Same point as vehicle inspections
Driver Training	None required	Same requirement is appropriate	Driver's are driving personal vehicles, navigating by GPS and have quality controlled via ratings & written feedback.

--



Michael van Hemmen
 UBER Canada
 s.22 | mvh@uber.com | uber.com

Fassbender, Peter CSCD:EX

From: Fassbender, Peter CSCD:EX
Sent: Friday, February 12, 2016 12:57 PM
To: Hon. Peter Fassbender
Subject: Fw: one pager
Attachments: One-Pager Communication Update.doc

Sent from my BlackBerry 10 smartphone on the TELUS network.

From: Dick, Joan L CSCD:EX <Joan.Dick@gov.bc.ca>
Sent: Friday, February 12, 2016 11:33 AM
To: Fassbender, Peter CSCD:EX
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Cc: Kulwant Sahota; [s.22](#) Mohan S. Kang; [s.22](#)
[s.22](#) ; president@yellowcabvictoria.com
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Fassbender, Peter CSCD:EX

From: Fassbender, Peter CSCD:EX
Sent: Friday, February 12, 2016 12:57 PM
To: Hon. Peter Fassbender
Subject: Fw: Ridesharing regulations, Edmonton-->BC

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From: Michael van Hemmen <mvh@uber.com>
Sent: Friday, February 12, 2016 10:46 AM
To: Stone, Todd TRAN:EX; Fassbender, Peter CSCD:EX
Cc: Bell, Jordan TRAN:EX; Dick, Joan L CSCD:EX
Subject: Ridesharing regulations, Edmonton-->BC

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Vehicle Inspections	Required. Submitted upon request of a bylaw officer. Recognition that personal vehicles are used. Uber's inspection accepted.	Same requirement is appropriate.	These are personal vehicles, the vast majority of time being used only a few extra hours a week for ridesharing services. Moreover, with ridesharing's rating & feedback system, every trip is an inspection of sorts. As such, an appropriate annual vehicle inspection provides additional comfort that these vehicles are road worthy.
Supply Caps	None	Same requirement is appropriate for ridesharing.	Ridesharing partners are independent contractors determining when and where they offer transportation services. In Canada, almost 60% of our partners use the platform less than 10 hours a week. Moreover, as we've grown, we've found that our partners grow the transportation pie, serving areas of a city traditionally underserved by public transit and taxi. Finally, flexible supply means that there are more partners offering rides when people need them the most and there are not adequate options available (e.g. when bars are closing). With that, supply caps are impractical. No jurisdiction that has regulated ridesharing has imposed supply caps as it is an attractive opportunity for drivers. For example, in less than three years, more than 150,000 have signed-up with Uber and its competitors in Chicago.
Price regulation	For rides pre-arranged via an app there's a minimum fare for taxi/limo/ridesharing equivalent to a bus fare, no maximum fare	No fare regulation is required. Replicate policy on maximum fares. A minimum fare is unadvisable.	Dynamic pricing is an important means for ridesharing companies to incent partners to provide transportation services when people need them the most, but when partners may otherwise choose not to driver at regular rates (i.e. New Year's Eve). No jurisdiction has instituted maximum rates for ridesharing operations during regular time periods.

			Minimum fares could have the unintended consequence of restricting future low-cost innovation like uberPOOL and is an ineffective tool to manage competition which is the purview of the Competition Bureau of Canada.
Data sharing	Required, upon request to confirm regulatory compliance	Similar requirement is appropriate	We would like to open a dialogue on how we can be an effective partner with BC on data sharing.
Fees	Flat fee for Ridesharing company and per trip fee	The province can use a fee structure that is required to be paid to municipalities as means of financial compensation for a provincial framework rather than unnecessary individual municipal licensing.	We would like to open a dialogue on the best fee structure that would work for BC.
Driver & Vehicle Registration	Required	Unnecessarily burdensome for both regulator and ridesharing	The vast majority of jurisdictions that have regulated ridesharing recognize that the most sustainable model is to establish the requirements for ridesharing drivers and audit compliance, similar to the safety management system approach used by Canadian transportation regulators.
Street Hails/Taxi stands/Cash fares	Exclusive to taxi	Same requirement is appropriate	In recognition of the differences of the two industries (i.e. ridesharing ride requests can only be made and paid for through the app), it is appropriate to continue to leave such rides solely for taxi
Insurance	Refers to provincial rules	BC provincial solution that works with the ridesharing model.	
Driver's Licensing	Refers to provincial rules	Allow class 5 license (work ongoing with AB provincial officials)	The average ridesharing driver utilizes their personal vehicles for ridesharing services for a few additional hours a week. Moreover, with ridesharing's rating system, the ridesharing company can be made aware of any poor driving habits and quickly take corrective action.
Vehicle	No mention	Same requirement as	Same point as vehicle inspections

Registration		Alberta. (Personal registration is sufficient)	
Driver Training	None required	Same requirement is appropriate	Driver's are driving personal vehicles, navigating by GPS and have quality controlled via ratings & written feedback.

--



Michael van Hemmen
 UBER Canada
 s.22 | mvh@uber.com | uber.com

From: Emily Morrey-Jones <emorrey-jones@boardoftrade.com>
Sent: Monday, February 15, 2016 12:06 PM
To: Transportation, Minister TRAN:EX; Minister, CSCD CSCD:EX
Cc: Transportation, Deputy Minister TRAN:EX; Dawes, Jacquie CSCD:EX
Subject: Ridesharing and Innovative Transportation Options
Attachments: 02112016 MPF MTS Innovative Transportation Options FINAL .pdf; 02142016 VBOT Ridesharing Position Paper FINAL.pdf

Dear Minister Stone and Minister Fassbender,

On behalf of The Vancouver Board of Trade, please find attached a letter and position paper on ridesharing and innovating transportation options.

Kind regards,

Emily Morrey-Jones

Executive Coordinator, The Vancouver Board of Trade

t. 604-640-5456 f. 604-681-0437

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February 15, 2016

DELIVERED VIA EMAIL

Minister.Transportation@gov.bc.ca; CSCD.Minister@gov.bc.ca

Dear Minister Stone and Minister Fassbender,

Re: Ridesharing and Innovative Transportation Options

On behalf of The Vancouver Board of Trade (the “VBOT”), we respectfully write to you encouraging the Government of British Columbia to follow the lead of jurisdictions around the world, and provide its residents with greater access to safe and reliable passenger transportation options.

Greater Vancouver is in desperate need of new and innovative passenger transportation options. Road congestion and crowded public transit networks are putting pressure on our region’s infrastructure and draining our economy of its productivity and overall effectiveness. In Metro Vancouver alone, the direct cost of congestion is approximately \$1.4 billion per year.¹ Therefore, exploring new options for the safe and efficient movement of people is necessary for the growth and development of our economy and the success of our businesses.

The current scarcity of vehicle-for-hire options in British Columbia and the Lower Mainland has created a distorted market which has driven up prices for consumers and led to inefficient outcomes. Ridesharing offers consumers more choices, and by allowing for greater competition and innovation, has the potential to decrease wait times and prices, while increasing customer satisfaction and ride-for-hire coverage area.

These services can be complimentary to existing public transportation networks, as they help complete the “first mile” and “last mile” of journeys. Ridesharing can be one key component of a mix of transportation options that includes transit, driving, and “active transport.”

Supply management of the taxi industry has stifled competition and for decades has blocked new, market-driven transportation options from entering the region. Over regulation and supply-control practices harm business and consumers alike, and are a detriment to British Columbia’s overall competitiveness and image as a business-friendly jurisdiction.

On behalf of our membership, our Regional Transportation and Infrastructure Committee, and after consultation with representatives of the taxi and ridesharing industries, The Vancouver Board of Trade recommends that the Government of British Columbia:

¹ <http://ecofiscal.ca/reports/traffic/getting-from-here-to-there-in-metro-vancouver/#&gid=1&pid=1>

1. Establish a provincial regulatory framework which introduces ridesharing to the province and provides residents with greater access to safe and reliable passenger transportation options.
2. Review and update taxi regulations to enable the industry to effectively compete against new services and provide consumers with the benefits of a more competitive ride-for-hire market.
3. Modernize provincial regulations and harmonize municipal regulations to remove unnecessary red tape and establish a regulatory regime which fosters innovation and competition, while safeguarding public transit.
4. Direct ICBC to consult with stakeholders in developing insurance products suitable for part-time and flexible vehicle-for-hire work and is applicable to both the taxi and ridesharing industries.

These changes must be coordinated with a modernization of the Passenger Transportation Act, last updated in 2004, to make high-level provincial legislation more adaptive to rapidly changing industry trends. Moving forward, the province must take a proactive approach in building a regulatory environment which is conducive to innovation and disruptive technologies across the economy.

For fair competition, regulatory changes must also be made for the taxi industry. By easing taxi supply-controls and encouraging greater inter-municipal services, the industry can better compete against new market entrants and provide consumers with the benefits of a more competitive ride-for-hire market.

The Vancouver Board of Trade has worked on behalf of our region's business community to promote prosperity through commerce, trade, and free enterprise for 128 years. Our mission is to work in the enlightened interest of our members to promote, enhance and facilitate the development of the region as a Pacific centre for trade, commerce and travel. The Board strives to enable and empower its members to succeed, grow and prosper in the global economy.

Therefore, we strongly believe that choice, competition, and innovation are the cornerstones of a vibrant, business-friendly, economy. We acknowledge the necessity of regulations to protect consumers and public safety. However, we believe that with the correct legislative and regulatory framework, ridesharing can offer consumers greater access to safe and reliable transportation.

We would be pleased to work with you and your staff in a collaborative effort to move the public dialogue on these issues forward. For greater detail on our research and recommendations, please refer to the attached "Innovative Transportation Options for Metro Vancouver" position paper. Thank you for the opportunity to provide input and we look forward to an opportunity to discuss this matter further.

Sincerely,

The Vancouver Board of Trade, per;



Tim Manning
2015-16 Board Chair



Iain J.S. Black
President and CEO

cc: DeputyMinister.Transportation@gov.bc.ca; Jacquie.Dawes@gov.bc.ca



Innovative Transportation Options for Metro Vancouver - February 2016

Issue

Greater Vancouver is in desperate need of new and innovative passenger transportation options. Road congestion and crowded public transit is putting pressure on our region's infrastructure and draining our economy of its productivity and overall effectiveness. In Metro Vancouver alone, the direct cost of congestion is approximately \$1.4 billion per year.¹ Therefore, exploring new options for the safe and efficient movement of people is necessary to the growth and development of our economy and the success of our businesses.

Ridesharing is an emerging trend in transportation, in which drivers use personal vehicles to offer one-time rides to customers, aided by technology through a smartphone and online application. This business model offers a potential new option for the movement of people around the province and Lower Mainland, providing greater choice and flexibility and offering alternatives to conventional driving. Greater choice has the potential to provide flexibility in car ownership, new transportation options for underserved areas, and reduced prices and wait times for consumers.

Despite ridesharing services such as Uber, Lyft, and Blablacar proliferating across Canada, the United States, and Europe, no such services are available in British Columbia. In fact, Metro Vancouver remains the largest North American Metropolitan area without ridesharing.²

Background

The world's largest commercial ridesharing company, Uber, operated their UberBLACK sedan and SUV service in Vancouver from May to November 2012. However, Uber chose to cease operations rather than comply with a minimum fare of \$75/hr, imposed by the Passenger Transportation Board (PTB). Since then, no major ridesharing company has entered into the Vancouver or B.C. market.³

It should be noted that within the context of this paper, "ridesharing" refers specifically to commercial ridesharing services. Proponents of ridesharing services point to a need for greater market-driven competition within passenger transportation, and the perceived or real damages done by the lack of choice and restrictions on supply within the private ride-for-hire sector. They argue that the current medallion (vehicle-for-hire licences) system for taxis intentionally builds harmful supply-scarcity into the market. Restricted supply and growing demand drives up prices, and blocks new entrants into the market—stifling competition and hurting consumers.

¹ <http://ecofiscal.ca/reports/traffic/getting-from-here-to-there-in-metro-vancouver/#&gid=1&pid=1>

² <http://www.theglobeandmail.com/news/british-columbia/uber-less-vancouver-to-study-bringing-in-ride-share-service/article26879496/>

³ <https://news.gov.bc.ca/stories/safe-fair-passenger-transportation-a-priority>



The demand for taxi medallions themselves has reached such a point that while initially sold for approximately \$150; they often sell for thousands of times more on the secondary market—a phenomenon seen across jurisdictions. This has created a vested interest to limit new market entrants for plate-owners, and / or their investors which they have actively pursued.^{4 5}

High fare prices, poor customer service and long wait times have led to the growing public demand for new passenger transportation alternatives.⁶ This is especially true in Metro Vancouver, where only 1,500 taxis servicing nearly 2.5 million inhabitants— the lowest taxis per capita of any major Canadian city.⁷ For example, Metro Vancouver would require 1,900 more taxis to meet Calgary's ratio.⁸ This is reflected in pricing as well, where a five-kilometre taxi ride costs 73% more in Vancouver, than in Washington D.C.⁹

Taxi companies continue to face strict, burdensome regulations, which hamper their own ability to offer more efficient and innovative services. Restrictions on inter-municipal operations and controlled supply are limiting the industry to their current model, hurting consumers and preventing efficient market outcomes. The current regulatory structure does not allow for the industry to adjust and respond adequately to the evolving consumer demands.

Critics of ridesharing—namely the traditional vehicle-for-hire industry and investors—raise safety and regulatory concerns as their primary point of contention. They argue ridesharing companies offer taxi-like services, yet are attempting to operate outside of established regulations. They would like to see ridesharing fall under the same regulatory framework as taxis, and contend that such measures are necessary to ensure that their competitiveness is not undercut. These regulations include permitting, insurance requirements, criminal background checks on drivers, and vehicle inspections.¹⁰ Ridesharing companies indicate that they already perform these, and additional, safety measures albeit in an unregulated status in most of Canada.

Debate about social externalities from the sharing economy and ridesharing is also ongoing. In other jurisdictions, ridesharing's perceived impact on the nature of work is sometimes raised as a point of contention. Recognizing that these services are indeed changing established work dynamics, this is a broader issue within the "gig economy," and not just confined to ridesharing.¹¹ On the other side proponents point to the flexibility that ridesharing services provides to drivers who are able to choose if, when, and for how long they work. Some members of the disability community have also voiced a

⁴ <http://bc.ctvnews.ca/taxi-licences-deliberately-kept-low-ctv-news-1.277448>

⁵ <http://www.theglobeandmail.com/globe-drive/adventure/red-line/how-uber-is-ending-the-dirty-dealings-behind-torontos-cab-business/article25515301/>

⁶ <http://www.vancouversun.com/life/customer+demand+will+drive+regulatory+change+uber+says/11397134/story.html>

⁷ <http://www.conferenceboard.ca/e-library/abstract.aspx?did=5897>

⁸ <http://bc.ctvnews.ca/report-says-vancouver-has-fewer-cabs-pricier-rides-than-other-cities-1.1972627>

⁹ http://www.vancouversun.com/Opinion+Time+reform+Vancouver+antiquated+taxi+industry/9900418/story.html?_lsa=3d3d-9c61

¹⁰ <http://taxitruths.ca/taxi-industry/>

¹¹ <http://www.economist.com/blogs/freeexchange/2015/10/gig-economy>



concern that if ridesharing adversely impacts the taxi industry, it may lead to a shortage of accessible vehicles—especially since ridesharing predominantly relies on the use of personal, rather than commercial, vehicles.¹²

Across the United States and around the world over 70 jurisdictions have now established regulations that embrace ridesharing and outline specific safety requirements. Edmonton recently became the first Canadian jurisdiction to pass such regulations. Its ridesharing regulation includes:

- No caps on the number of ridesharing vehicles
- No price cap, but a minimum fare of \$3.25 (equivalent to a bus pass) must be charged
- Mandatory driver criminal background checks
- Mandatory vehicle inspections
- No street hails
- Fees paid for by the ridesharing company on a per-trip basis¹³

Status

Currently there are no ridesharing services in Vancouver. However, as these services become more prevalent around the world, proponents are gaining momentum. Amongst even the taxi industry, there appears to be a sense of inevitability, and a shift towards mitigating its impact on their business—rather than strict opposition.

Public awareness and support for these services is exceptionally strong in Greater Vancouver. A recent survey found that 75% of voters are aware of services such as Uber, and that 70% are in support of allowing ridesharing services to operate in British Columbia.¹⁴

As recently as October 2015, Vancouver city councillors opposed the introduction of ridesharing within city limits, however did approve recommendations from a staff report, urging the provincial government to provide “a renewed policy direction” on the issue. The City has also refused to lift a moratorium on licences, despite the current shortage of vehicle-for-hire services.¹⁵

However, recently the municipalities of Coquitlam, Port Coquitlam, Port Moody, and Langley Township have all come out in favour of ridesharing. Port Coquitlam Mayor Greg Moore has cited issues with the current lack of options in the transportation system and potential consumer benefits as reasons to bring these services to the province.¹⁶

Taxi and ridesharing regulation itself is divided amongst the province and municipalities. Under the Passenger Transportation Act (2004), the B.C. PTB oversees the number of taxi licences issued, and basic

¹² <https://sustain.ubc.ca/sites/sustain.ubc.ca/files/GCS/2015%20Project%20Reports/Transportation%20Network%20Companies%20and%20the%20Ridesourcing%20Industry%20-%20Victor%20Ngo%20-%20Public.pdf>

¹³ <http://sirepub.edmonton.ca/sirepub/cache/2/yjrsgb1ypvxaizgbbib4lhsh/51847501312016034922314.PDF>

¹⁴ <http://mapleleafstrategies.com/wp-content/uploads/2015/10/Uber-BC-Question-Results-Oct-2015.pdf>

¹⁵ <http://www.conferenceboard.ca/e-library/abstract.aspx?did=5897>

¹⁶ <http://www.cbc.ca/news/canada/british-columbia/ride-sharing-port-coquitlam-council-vote-1.3361247>



vehicle regulations.¹⁷ The City of Vancouver, by virtue of The Vancouver Charter and Vehicles for Hire Bylaw, establishes additional overlapping regulatory requirements for drivers and their vehicles.¹⁸

Key Considerations

- The current scarcity of vehicle-for-hire options in British Columbia and the Lower Mainland has created a distorted market which drives up prices and leads to inefficient outcomes.
 - Ridesharing provides a new transportation option to consumers, and increased competition has the possibility to decrease wait times, costs, customer satisfaction, and coverage area.
- Supply management of the taxi industry has stifled competition and for decades has blocked new, market-driven, transportation options from entering the region.
 - Overregulation and supply-control practices harm business and consumers alike, and are a deterrent to Vancouver's overall competitiveness and image as a business-friendly jurisdiction.
- There is established regulatory precedent in the vehicle-for-hire industry for differing regulations based on varying risk profiles and business practices (e.g. limousines, taxis).
- The greatest potential benefactors of ridesharing would be consumers. They will face lower prices, increased competition, and access to more flexible transportation options.
- Ridesharing offers drivers a source of flexible income, allowing for under employed groups (e.g. women, first nations, new Canadians, and young people) to easily participate in the labour force or supplement existing income.
- Safety and insurance are incredibly important in ensuring that consumers are protected, and that safety is not sacrificed in the pursuit of market share.
 - Uber Canada currently provides its drivers and passengers with \$5 million in contingent auto liability insurance (this is in addition to the driver's personal insurance).¹⁹
 - Taxis offer insurance coverage of \$10 million.
- Ridesharing is one pillar of a larger "sharing economy" trend.
 - PriceWaterhouseCooper estimates the sharing economy will grow from \$15 billion to \$335 billion in 2025 (matching the size of the traditional rental economy, which will grow from \$240 billion to \$335 billion).²⁰

¹⁷ http://www.bclaws.ca/Recon/document/ID/freeside/00_04039_01

¹⁸ <https://sustain.ubc.ca/sites/sustain.ubc.ca/files/GCS/2015%20Project%20Reports/Transportation%20Network%20Companies%20and%20the%20Ridesourcing%20Industry%20-%20Victor%20Ngo%20-%20Public.pdf>

¹⁹ <http://ottawacitizen.com/news/local-news/taxi-association-sending-ottawa-uber-driver-info-to-insurance-companies>

²⁰ <http://www.pwc.co.uk/issues/megatrends/collisions/sharingeconomy/the-sharing-economy-sizing-the-revenue-opportunity.html>



- It is vital that a business-friendly environment is created for these innovative industries if the Lower Mainland is to take advantage of this emerging trend.
- The Mowat Centre claims these services are creating a new market rather than over-taking an established one. The validity of this claim depends on how well taxi and ridesharing services can differentiate from one-another within a given jurisdiction.²¹
- Ridesharing has the potential to create positive environmental benefits as well. Studies have suggested that these services reduce dependency on personal vehicle ownership, especially within urban settings. A KPMG study found that the rise of flexible transportation is leading to an overall reduction in car ownership in the United States. By promoting a vehicle-less lifestyle, they increase the utilization of low-carbon transit options such as bicycles and public transportation networks.²² Ridesharing offers one choice in a broader mix of options.
- Studies have suggested that by offering greater transportation options, jurisdictions with ridesharing have seen a reduction in impaired driving.²³
- Ridesharing offers dynamic supply which fluctuates with demand, allowing for more vehicles to be offered during peak hours and special occasions. However, the use of surge-pricing may also deter consumers to use ridesharing during points of high-demand, and compel them to look to other options such as public transportation.
- The Passenger Transportation Act has not seen a significant update in over a decade (since 2004), and the current framework is not well positioned to accommodate the rapid technological changes taking place in the industry.
- Recently, Edmonton has become the first Canadian municipality to legalize ridesharing and build a regulatory framework for these services such to operate.²⁴

²¹ http://mowatcentre.ca/wp-content/uploads/publications/106_PolicymakingForTheSharingEconomy.pdf

²² <http://www.kpmg.com/Ca/en/IssuesAndInsights/ArticlesPublications/Documents/me-my-life-my-car.pdf>

²³ <http://www.theglobeandmail.com/news/british-columbia/uber-reduced-drinking-and-driving-deaths-in-california-study-suggests/article25820101/>

²⁴ <http://news.nationalpost.com/news/canada/edmonton-becomes-first-city-in-canada-to-pass-uber-friendly-bylaw>



Recommendations

The Vancouver Board of Trade recommends the Government of British Columbia and the municipalities of Greater Vancouver work to:

1. Establish a provincial regulatory framework which introduces ridesharing to the province and provides residents with greater access to safe and reliable passenger transportation options.
 - Develop provincial safety standards for ridesharing drivers, vehicles, and activities which are reflective of their particular business model.
 - Leverage data sharing agreements offered by ridesharing services to better inform and plan regional and provincial transportation policy.
 - Set corporate operating requirements for ridesharing companies to minimize any losses to local employment and tax revenue.
 - Consider requiring all operators to maintain a physical place of business within the province.
2. Review and update taxi regulations to enable the industry to effectively compete against new services and provide consumers with the benefits of a more competitive ride-for-hire market.
 - Explore a regional licensing structure for taxi operators to allow greater inter-municipal services and the elimination of duplicative permitting.
 - Ease supply-control and issue more taxi licences to help meet consumer demand and increase competition.
3. Modernize provincial and harmonize municipal regulations to remove unnecessary red tape and establish a regulatory regime which fosters innovation and competition, while safeguarding public transit.
 - Coordinate the introduction of a ridesharing framework with a broader modernization of the provincial Passenger Transportation Act.
 - Actively work to position the PTA and other high level legislation to be more accommodating of innovative transportation models and the sharing economy.
 - Examine commercial ridesharing as one of a mix of innovative transportation options which includes public transportation and “active transit.”
 - Implement regulatory incentives and requirements which ensure that accessible services for seniors and the disabled are not interrupted.
4. Direct ICBC to consult with stakeholders in developing an insurance product suitable for part-time and flexible vehicle-for-hire work and is applicable to both the taxi and ridesharing industries.

From: Brooks, Jessica CSCD:EX
Sent: Monday, February 22, 2016 1:23 PM
To: Dawes, Jacquie CSCD:EX; Dick, Joan L CSCD:EX
Cc: Gedney, Vanessa R CSCD:EX
Subject: RE: Email
Attachments: The Future of Urban Transportation - Draft Program Description v8 19-Feb....docx;
Draft Agenda Vancouver March 11 2016 Future of Urban Technologies v2.docx

Hi Jacquie,

I believe the registration link for the session is experiencing some technical difficulties and they are hoping it will back in place on the ITS site later today or tomorrow. Rob has indicated that he will advise me once it is back up.

My understanding is that the session is structured to review specific activities in transportation, particularly with respect to the advancement of vehicle, bike and ride sharing, through guest speaker presentations (Finland and Denver, CO) and to then discuss these in the context of the region within which the meeting is taking place, however I am waiting for additional clarification and will confirm as soon as I hear back. In the interim, ITS has provided the most recent drafts of the 3-city program and the Vancouver-specific agendas which I have attached.

Please let me know if I can provide any additional information.

Thanks,
Jessica

From: Dawes, Jacquie CSCD:EX
Sent: Monday, February 22, 2016 12:32 PM
To: Dick, Joan L CSCD:EX
Cc: Brooks, Jessica CSCD:EX; Gedney, Vanessa R CSCD:EX
Subject: RE: Email

I did as well and could not see this one. Not still clear if it's a targeted session. Jessica was also looking into it so will ask if she could add any clarity. Jessica - ?

From: Dick, Joan L CSCD:EX
Sent: Monday, February 22, 2016 11:22 AM
To: Dawes, Jacquie CSCD:EX
Subject: RE: Email

Lia has a meeting w/MPF at 2:30 pm today. Hopefully we can nail down the timing for his appearance. FYI, I looked at the ITS website and can't find the workshop listed.
J.

From: Dawes, Jacquie CSCD:EX
Sent: Monday, February 22, 2016 10:43 AM
To: Dick, Joan L CSCD:EX
Subject: Fwd: Email



The Future of Urban Transportation Cross-Canada Perspectives March 8-11, 2016

For the past century, since the invention of the internal combustion engine, the urban landscapes of North America and the rest of the world have been shaped by the need, the desire and the passion for private vehicle ownership.

Now, with ever-more serious environmental concerns about emissions, combined with the advent of electrified vehicles, ride sharing, vehicle sharing and the advances in connected and autonomous vehicles, it is predicted that surface transportation is about to go through a major Renaissance.

These predictions are not just limited to the transportation of people but also of goods and services and foretell a major shift in how cities will be re-designed to respond to the automated and ultimately driverless vehicles that will emerge over the next decade. The predictions for improved safety, significant labour impacts and changes to the urban landscape are all part of this disruptive future.

ITS Canada, the thought leader in transportation in Canada is pleased to announce a series of meetings to be held in Canada across our major urban landscapes, that will explore these predicted changes and help cities, regional districts, urban planners and other key stakeholders better prepare for this dramatic future.

The meetings are planned as follows:

- March 8, 2016 - Toronto, ON
- March 9, 2016 – Montreal, PQ
- March 11, 2016 – Vancouver, BC

Mobility-as-a-Service (MaaS)

Mobility as a service is the collective term that includes many of the emerging transportation alternatives that have begun to pervade our urban landscapes. Examples include *vehicle sharing* (Car2Go, Modo, Zoom, Evo, etc.), *ride sharing/hailing* (Lyft, Uber, Sidecar, etc.) and *bike sharing* (Bixi, Vélib, the Wuhan and Hangzhou Public Bicycle systems, etc.).

In Finland, the goal of dramatically reduced private vehicle ownership has been stated as a national priority. ITS Finland has shown strong leadership in this

initiative and their past-CEO, Sampo Hietanen has also worked closely with ITS Europe (ERTICO) to create the 'MaaS Alliance', a Pan-European consortium dedicated to the advancement and proliferation of MaaS in major urban cities. More recently, a group of investors have formed a commercial entity known as MaaS Ltd., which will develop a sustainable ecosystem for MaaS services across Helsinki and then Finland, working closely with existing taxi operators, fleet services and the emerging MaaS market players.

Our MaaS Presenters:

Visiting Canada to present the MaaS advancements and future vision for the MaaS Ecosystem, is Mr. **Sampo Hietanen**, CEO of MaaS Ltd.



Mr. Hietanen is Civ. Eng. and the CEO of MaaS Finland Ltd. He is father to the concept "Mobility as a Service", a paradigm change in transport offerings. Hietanen's background is in executive positions in civil engineering and ITS and he has founded and is heading up several international businesses in the field.

MaaS Ltd. is bringing the concept of Mobility as a Service into reality, by building the world's first Mobility Ecosystem. MaaS Ltd. aspires to upgrade the service level of transportation by joining together public and private transportation providers. Collaboration and integration of services will create a seamless and compelling travel experience for everyone, locally and globally.

Accompanying Mr. Hietanen will be **Mr. Sami Sahala**, who is a Chief Advisor on ITS and project manager at Forum Virium Helsinki (<http://www.forumvirium.fi/en>), a non-profit innovation agency of City of Helsinki. His current activities within the field of Smart Mobility include managing the Mobility as a Service concept and especially it's international interoperability issues, real-time traffic and parking data, and innovative procurement of ITS.

The City of Denver, CO will announce a new MaaS initiative at the event (via teleconference).

Dates/Venues Confirmed:

March 8/2016	Toronto	Mattamy Athletic Centre
March 9/2016	Montreal	Le Westin Montréal
March 11/2016	Vancouver	Robson Square Media Centre Theatre

Planned agenda in each city:

1. Session Registration - 09:30 - 10:00 am
2. Introductions by MC - 10:00 - 10:15
3. MaaS Presentation by Finnish Delegation - 10:15 - 11:30
 - Mr. Sampo Hietanen, MaaS Ltd. 10:15 – 11:00
 - Mr. Sami Sahala, City of Helsinki 11:00 – 11:30
4. Question Period and thank-you gift by Morning Sponsor - 11:30 - 11:50
5. Lunch Served - 12:00 - 13:15 pm
 - Luncheon Speaker 12:30 – 13:15
 - Thank you gift by Luncheon Sponsor
7. Afternoon Panel Speakers - Impacts of CV-AVs on transportation management, urban planning, insurance, etc. - 13:30 - 14:30
8. Question Period and thank-you gift by Afternoon Sponsor - 14:30 - 14:50
9. Wrap-up 14:50 – 15:00

The the intended audience in each city for these sessions is as follows:

- Municipal governments and politicians (mayors and council)
- Regional governments and politicians
- Architects, developers, contractors
- Insurance Industry
- Financial Industry
- Vehicle Licensing Agencies
- Customs Agencies
- Transport & Industry Canada
- Academia
- Consultants (urban planning, land development, financial industry and ITS)
- Auto industry executives
- Other transportation industry associations (CUTA, TAC, OGRA, AQTr, IMSA, Westac, etc)

Attendee Fees:

TS Canada Members:	\$125
Non-Member Public Agencies:	\$175
Other non-members	\$225

Confirmed Afternoon Panel Speakers:

Vancouver:

1. Mr. Greg Moore, Chair, Metro Vancouver (Sponsor)
2. Mr. Sami Sahala, City of Helsinki
3. Mr. Adrian Bell, TDM Manager, Translink
4. Looking to add an urban planner or an insurance industry panelist

Toronto:

1. Mr. Steve Buckley, General Manager, Transportation Services, City of Toronto (Sponsor)
2. Mr. Sami Sahala, City of Helsinki
3. Ms. Tija Dirks, Director of Transportation Planning, Policy and Planning Division, Ministry of Transportation Ontario
4. Ms. Maureen Tetzlaff, Director of Program Development and Evaluation, Road User Safety Division, Ministry of Transportation Ontario

Montreal:

1. M. Harouet Chitilian, Executive Committee – Smart Cities, City of Montreal
2. M. Aref Salem, Executive Committee – Transportation, City of Montreal (Sponsor)
3. Mr. Sami Sahala, City of Helsinki
4. Mme. Carol Schweiger, Chairperson, ITS Massachusetts

Other speakers confirmed:

- Mr. David Ticoll, Distinguished Research Fellow, Innovation Policy Lab, Munk School of Global Affairs, University of Toronto (confirmed as Luncheon speaker for Toronto, March 8th session – in person, and the Vancouver March 8th session – via teleconference)

Other speakers being considered:

- Mr. Peter Fassbender, Minister of Community, Sport, Cultural Development and Minister Responsible for Translink (will be Vancouver lunch speaker if he confirms)
- Senior MTO speaker (TBD)
- Dr. Peter Sweatman, CaVita (formerly University of Michigan)
- M. Claude Carrette, Director of Transportation, City of Montreal
- Ms. Jennifer Keesmat, Chief Urban Planner, City of Toronto
- Mr. Brent Toderian, Toderian UrbanWorks, Vancouver, BC (suggested by MV)



Future of Urban Technologies Cross-Canada Perspectives March 11, 2016

UBC Robson Square Theatre, Room C300
800 Robson Street, Vancouver, BC

- | | | |
|----|---|---------------------|
| 1. | Session Registration | 09:45 AM – 10:15 AM |
| 2. | Introductions by Mr. Rob Shirra, Managing Director ITS Canada | 10:15 AM – 10:30 AM |
| 3. | MaaS presentations | 10:30 AM – 12:15 PM |
| | a. Mr. Sampo Hietanen, CEO MaaS Finland | |
| | b. Mr. Sami Sahala, Chief Advisor on ITS & Project Manager, Virium Helsinki | |
| | c. MaaS in the Greater Denver Area, presented by the City and County of Denver | |
| 4. | Lunch | 12:15 PM – 1:15 PM |
| | Keynote Address: Mr. David Ticoll, Distinguished Research Fellow, Innovation Policy Lab, Munk School of Global Affairs at University of Toronto | |
| 5. | Panel Discussion | 1:15 PM – 2:15 PM |
| | a. Mr. Greg Moore, Chair Metro Vancouver | |
| | b. Mr. Sami Sahala, City of Helsinki | |
| | c. Mr. Adrian Bell, Manager, Transportation Demand Management, TransLink (tbc) | |
| | d. Mr. Brent Toderian, CEO TODERIAN UrbanWORKS | |
| 6. | Question Period | 2:15 PM – 2:35 PM |
| 7. | Wrap-up | 2:35 PM – 2:50 PM |

THANK YOU TO OUR SPONSOR



FYI. ?

Jacqueline Dawes
Deputy Minister, CSCD

Begin forwarded message:

From: "Rob@ITSC" <rob.shirra@itscanada.ca>
Date: February 22, 2016 at 8:54:17 AM PST
To: Jacquie Dawes <Jacquie.Dawes@gov.bc.ca>
Subject: Re: Email

Jacquie, any update on the Minister's attendance. I'm meeting with Greg Moore today at 10am.

Rob Shirra

On Feb 18, 2016, at 9:15 PM, Dawes, Jacquie CSCD:EX
<Jacquie.Dawes@gov.bc.ca> wrote:

Thanks very much Rob.

I have yet to confirm if Minister Fassbender will be able to attend, but I have confirmed he would be interested to stop by if his schedule allows. I hope to be able to send staff representatives from my ministry as well from our ministry of transportation. They would best attend as observers, and we appreciate the opportunity to hear the discussions at the event.

Jacquie

Jacqueline Dawes
Deputy Minister

From: Rob @ ITSC [<mailto:rob.shirra@itscanada.ca>]
Sent: Thursday, February 18, 2016 2:13 PM
To: Dawes, Jacquie CSCD:EX
Subject: Fwd: Email

FYI

Sent from my iPhone

Begin forwarded message:

From: "Greg Moore, Mayor" <mooreg@portcoquitlam.ca>
Date: February 18, 2016 at 8:41:04 AM PST
To: Rob Shirra ITSC <rob.shirra@itscanada.ca>
Subject: Email

Rob,

Here is an email I sent out to all Metro Directors and staff yesterday:

Join a national discussion on dramatic shifts in surface transportation in Canada

I am pleased to be participating in an important panel discussion in Vancouver on March 11 as part of a workshop series that Intelligent Transportation Systems Canada will be hosting in Toronto, Montreal and Vancouver in mid-March. These sessions will explore the systemic shifts in surface transportation in Canada that we can anticipate over the next few decades due to concerns about emissions, the advent of electrified autonomous vehicles, and expanding ride- and vehicle sharing, and will help cities, regional districts, urban planners and other key stakeholders better prepare for this dramatically altered future.

The Vancouver session, which will feature keynote presentations by two renowned Finnish experts on urban transportation, Mr. Sampo Hietanen, CEO of MaaS Ltd., and Mr. Sami Sahala, Project Manager at Forum Virium Helsinki, will take place at the Robson Square Media Centre Theatre on Friday March 11, 10:00am to 3:00pm. For ticket information, please visit our website, or go to www.itscanada.ca

This was a part of a my monthly Board Chair update.

Greg

Greg Moore
Mayor of Port Coquitlam
Chair Metro Vancouver Regional District

www.gregmoore.ca
www.facebook.com/gregmooredotca
www.twitter.com/gregmooredotca

Best regards,
Rob Shirra

Managing Director/Directeur général
ITS/STI Canada
6975 Meadowvale Town Centre Circle, Suite 400
Mississauga, ON
L5N 2V7
Canada
T: 905-593-0947
F: 905-593-0949
Direct: 604-341-1692 (10:00am to 10:00pm EST Monday to Friday)
E: rob.shirra@itscanada.ca



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From: Bowman, Deborah TRAN:EX
Sent: Monday, February 22, 2016 6:07 PM
To: Dick, Joan L CSCD:EX; Bell, Jordan TRAN:EX
Cc: Main, Grant TRAN:EX; Dawes, Jacquie CSCD:EX
Subject: RE: Uber in BC

Thank you Joan, ^{s.13}

Thank you, db

From: Dick, Joan L CSCD:EX
Sent: Monday, February 22, 2016 5:49 PM
To: Bowman, Deborah TRAN:EX; Bell, Jordan TRAN:EX
Cc: Main, Grant TRAN:EX; Dawes, Jacquie CSCD:EX
Subject: RE: Uber in BC

Deb/Jordan:
MPF is going to have a chat w/MCO.

^{s.13,s.17}

J.

From: Bowman, Deborah TRAN:EX
Sent: Monday, February 22, 2016 3:43 PM
To: Bell, Jordan TRAN:EX; Dick, Joan L CSCD:EX
Cc: Main, Grant TRAN:EX; Dawes, Jacquie CSCD:EX
Subject: Fw: Uber in BC

Hi, before I speak to Christine, how would you like this handled regarding Min. Oakes request below? Thank you, db

From: Little, Christine SBRT:EX <Christine.Little@gov.bc.ca>
Sent: Monday, February 22, 2016 3:30 PM
To: Bowman, Deborah TRAN:EX
Cc: Albrecht, Christine SBRT:EX; Hunter, Jaclynn SBRT:EX; Kincross, Sean SBRT:EX
Subject: FW: Uber in BC

Hi Deb – just following up on Jackie's e-mail to you (see below). We are planning a small business roundtable meeting for March 3rd in the morning in Vancouver and our Minister would really like to have a conversation on the shared economy (UBER for example). We are thinking that having both CSCD and MOTI attend might be the best approach. Could you advise if you would be able to attend and/or a representative from your Ministry who can speak to this and whether we should also be including CSCD since Minister Fassbender has a role as well?

Thanks so much.

Christine Little
Assistant Deputy Minister
Small Business and Red Tape Reduction
Phone: 250-387-0661

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From: Hunter, Jaclynn SBRT:EX
Sent: Tuesday, February 9, 2016 3:50 PM
To: Bowman, Deborah TRAN:EX
Cc: Little, Christine SBRT:EX; Albrecht, Christine SBRT:EX; Kincross, Sean SBRT:EX
Subject: Uber in BC

Hi Deb,

I hope you're doing well.

I am following up an issue that came out of a recent Small Business Roundtable meeting (<https://www.smallbusinessroundtable.ca/Home.aspx>). I understand that your ministry remains responsible for passenger transportation regulations, including over rideshare companies such as Uber (even though Minister Fassbender has been asked to assume a role on this topic).

At our last Roundtable meeting the topic of Uber was raised with an interest in knowing more regarding the possibility of introducing Uber, particularly from a small business lens perspective.

Could you let us know the way stakeholders can engage or provide input on the issue? We can then follow up on our end and convey as appropriate.

Thanks,
Jackie

Jackie Hunter
Executive Director
Small Business and Regulatory Reform Branches
Ministry of Small Business and Red Tape Reduction
p: 250-387-1548 | c: 250-882-0439 | f: 250.952.0137 |
e: Jaclynn.Hunter@gov.bc.ca

From: Schneider, Vanessa GCPE:EX
Sent: Tuesday, February 23, 2016 1:04 PM
To: Dawes, Jacquie CSCD:EX; Bowman, Deborah TRAN:EX; Brooks, Jessica CSCD:EX
Cc: Gedney, Vanessa R CSCD:EX; Dick, Joan L CSCD:EX; Whitelock, Riley CSCD:EX
Subject: RE: Ridesharing and Innovative Transportation Options
Attachments: IN Uber.docx

And here is the updated IN (from Transportation).
Vanessa

From: Dawes, Jacquie CSCD:EX
Sent: Monday, February 15, 2016 12:59 PM
To: Bowman, Deborah TRAN:EX; Brooks, Jessica CSCD:EX
Cc: Gedney, Vanessa R CSCD:EX; Schneider, Vanessa GCPE:EX; Dick, Joan L CSCD:EX
Subject: FW: Ridesharing and Innovative Transportation Options

FYI

From: Emily Morrey-Jones [<mailto:emorrey-jones@boardoftrade.com>]
Sent: Monday, February 15, 2016 12:06 PM
To: Transportation, Minister TRAN:EX; Minister, CSCD CSCD:EX
Cc: Transportation, Deputy Minister TRAN:EX; Dawes, Jacquie CSCD:EX
Subject: Ridesharing and Innovative Transportation Options

Dear Minister Stone and Minister Fassbender,

On behalf of The Vancouver Board of Trade, please find attached a letter and position paper on ridesharing and innovating transportation options.

Kind regards,

Emily Morrey-Jones

Executive Coordinator, The Vancouver Board of Trade

t. 604-640-5456 f. 604-681-0437

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From: Bowman, Deborah TRAN:EX
Sent: Monday, February 29, 2016 11:56 AM
To: Dick, Joan L CSCD:EX; Schneider, Vanessa GCPE:EX
Cc: Dawes, Jacquie CSCD:EX; Bell, Jordan TRAN:EX
Subject: RE: Uber in BC
Attachments: FW: Roundtable

Thank you Joan, this is very helpful.

I was asked by ADM Christine Little this morning for bullets too.

The round-table meeting is this week, Thursday.

Not sure if you know, the co-chair of the round table has sent out an open letter to media in Vancouver about uber and ride-sharing so it's very likely that MCO will have to respond in some way.

Please see attached, the members of the round table and a link to the open letter.

I will let Christine know that CSCD will be providing the messaging.

Thanks again Joan, db

From: Dick, Joan L CSCD:EX
Sent: Monday, February 29, 2016 11:47 AM
To: Bowman, Deborah TRAN:EX; Schneider, Vanessa GCPE:EX
Cc: Dawes, Jacquie CSCD:EX; Bell, Jordan TRAN:EX
Subject: Re: Uber in BC

Deb:

Yes, they spoke. MPF agreed to provide some speaking bullets that MCO could deliver on his behalf at the next SBRT. Not sure when that is. This week maybe? I'll find out.

Vanessa:

I will flip you an audio of MPF's remarks to the Yellow Cab AGM yesterday. Haven't listened to it yet

s.13

J.

Sent from my BlackBerry 10 smartphone on the TELUS network.

From: Bowman, Deborah TRAN:EX
Sent: Monday, February 29, 2016 10:09 AM
To: Dick, Joan L CSCD:EX; Bell, Jordan TRAN:EX
Subject: RE: Uber in BC

Good morning, just checking to see whether the conversation between ministers occurred last week? Thank you, db

From: Dick, Joan L CSCD:EX
Sent: Monday, February 22, 2016 5:49 PM
To: Bowman, Deborah TRAN:EX; Bell, Jordan TRAN:EX
Cc: Main, Grant TRAN:EX; Dawes, Jacquie CSCD:EX
Subject: RE: Uber in BC

Deb/Jordan:

MPF is going to have a chat w/MCO.

s.13,s.17

J.

From: Bowman, Deborah TRAN:EX
Sent: Monday, February 22, 2016 3:43 PM
To: Bell, Jordan TRAN:EX; Dick, Joan L CSCD:EX
Cc: Main, Grant TRAN:EX; Dawes, Jacquie CSCD:EX
Subject: Fw: Uber in BC

Hi, before I speak to Christine, how would you like this handled regarding Min. Oakes request below? Thank you, db

From: Little, Christine SBRT:EX <Christine.Little@gov.bc.ca>
Sent: Monday, February 22, 2016 3:30 PM
To: Bowman, Deborah TRAN:EX
Cc: Albrecht, Christine SBRT:EX; Hunter, Jaclynn SBRT:EX; Kincross, Sean SBRT:EX
Subject: FW: Uber in BC

Hi Deb – just following up on Jackie's e-mail to you (see below). We are planning a small business roundtable meeting for March 3rd in the morning in Vancouver and our Minister would really like to have a conversation on the shared economy (UBER for example). We are thinking that having both CSCD and MOTI attend might be the best approach. Could you advise if you would be able to attend and/or a representative from your Ministry who can speak to this and whether we should also be including CSCD since Minister Fassbender has a role as well?

Thanks so much.

Christine Little
Assistant Deputy Minister
Small Business and Red Tape Reduction
Phone: 250-387-0661

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From: Hunter, Jaclynn SBRT:EX
Sent: Tuesday, February 9, 2016 3:50 PM
To: Bowman, Deborah TRAN:EX
Cc: Little, Christine SBRT:EX; Albrecht, Christine SBRT:EX; Kincross, Sean SBRT:EX
Subject: Uber in BC

Hi Deb,

I hope you're doing well.

I am following up an issue that came out of a recent Small Business Roundtable meeting (<https://www.smallbusinessroundtable.ca/Home.aspx>). I understand that your ministry remains responsible for passenger transportation regulations, including over rideshare companies such as Uber (even though Minister Fassbender has been asked to assume a role on this topic).

At our last Roundtable meeting the topic of Uber was raised with an interest in knowing more regarding the possibility of introducing Uber, particularly from a small business lens perspective.

Could you let us know the way stakeholders can engage or provide input on the issue? We can then follow up on our end and convey as appropriate.

Thanks,
Jackie

Jackie Hunter

Executive Director
Small Business and Regulatory Reform Branches
Ministry of Small Business and Red Tape Reduction
p: 250-387-1548 | c: 250-882-0439 | f: 250.952.0137 |
e: Jaclynn.Hunter@gov.bc.ca

Flatman, John CSCD:EX

From: Little, Christine SBRT:EX
Sent: Monday, February 29, 2016 10:45 AM
To: Bowman, Deborah TRAN:EX
Subject: FW: Roundtable

Here is a list of the roundtable members, their affiliations and city of residence.

The link to the open letter is here <http://www.vancitybuzz.com/2016/01/british-columbia-ridesharing-uber-vancouver/>
Note that it was from the tech community. Cybele Negrís signed on behalf of her company, but she is also co-chair of the roundtable.

Christine Little
Assistant Deputy Minister
Small Business and Red Tape Reduction
Phone: 250-387-0661

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From: Kincross, Sean SBRT:EX
Sent: Monday, February 29, 2016 10:39 AM
To: Little, Christine SBRT:EX
Subject: RE: Roundtable

SMALL BUSINESS ROUNDTABLE MEMBERS			
Name	Company / Organization	Affiliations	City
Hon. Coralee Oakes Chair	Minister of State for Tourism and Small Business MLA, North Vancouver – Lonsdale	<ul style="list-style-type: none">• Councillor, Quesnel (formerly)• Executive Director, Quesnel Chamber of Commerce (formerly)• Small Business Roundtable (formerly)• President, B.C. Chamber Executives (formerly)• Director, B.C. Chamber of Commerce (formerly)	Quesnel
Cybele Negrís Vice-Chair	CEO and Co-Founder, Webnames.ca Inc.	<ul style="list-style-type: none">• Capilano University• Forum for Women Entrepreneurs• Women's Executive Network• Small Business BC• Mentorship BC	Vancouver
Sue Adams	Managing Partner, Bevendale Enterprises Inc.	<ul style="list-style-type: none">• Whistler Chamber of Commerce• Women's Enterprise Centre• Whistler Alliance for Cultural Tourism• Audain Art Museum Whistler	Whistler
Angie Barnard	Founder, TripTide Canada	<ul style="list-style-type: none">• Entrepreneur	Nanaimo

SMALL BUSINESS ROUNDTABLE MEMBERS			
Name	Company / Organization	Affiliations	City
John Cameron	CEO, Rock Solid Business Coaching Inc.	<ul style="list-style-type: none"> Gas Fireplace Association of Langley 	Langley
Jill Doucette	Owner, Synergy Enterprises	<ul style="list-style-type: none"> Entrepreneur 	Victoria
Jon Garson	President and CEO, British Columbia Chamber of Commerce		Vancouver
Ingrid Hope	Owner and President, Hall Printing	<ul style="list-style-type: none"> Print Associations Chambers of Commerce 	Trail and Nelson
Samantha Howard	Senior Policy Analyst, Canadian Federation of Independent Business	<ul style="list-style-type: none"> International Association for Public Participation 	Vancouver
Ashley Ramsay	Founder and CEO, Yeti Farm Creative	<ul style="list-style-type: none"> Entrepreneur 	Kelowna
Robert J. Redden	Partner and President, Environmental Dynamics, Inc.	<ul style="list-style-type: none"> Initiatives Prince George Spirit of the North Healthcare Foundation Registered Professional Biologist 	Prince George
Randy Richmond	Vice President and Partner, Spearhead.ca	<ul style="list-style-type: none"> Entrepreneur 	Nelson
Ellis Ross	Chief Councillor, Haisla Nation	<ul style="list-style-type: none"> Chair, Aboriginal Business and Investment Council 	Kitimaat Village
Mark Startup	Vice President, MySTORE Retail Council of Canada	<ul style="list-style-type: none"> Rotary Club of Vancouver Canadian Society of Assoc. Executives 	Vancouver
Ian Tostenson	President and CEO, British Columbia Restaurant & Food Services Association	<ul style="list-style-type: none"> BC Wine Institute David Foster Foundation H.A.V.E. Training Culinary School 	Vancouver
MJ Whitemarsh	CEO, Whitemarsh Enterprises	<ul style="list-style-type: none"> Industry Training Authority Board Board of Governors British Columbia Institute of Technology Technical Education and Career Council Knox Vision Society Building Committee 	Sooke
Judy Wilson	Chief, Neskonlith Indian Band (Skatsin)	<ul style="list-style-type: none"> Shuswap Nation Tribal Council Union of B.C. Chiefs B.C. Assembly of First Nations Assembly of First Nations (National) 	Chase

p: 250.387.9083 | f: 250.952.0113 | e: sean.kincross@gov.bc.ca

From: Little, Christine SBRT:EX
Sent: Monday, February 29, 2016 10:36 AM
To: Kincross, Sean SBRT:EX
Cc: Hunter, Jaclynn SBRT:EX
Subject: Roundtable

Hi Sean – could you send me the list of roundtable members with their respective organizations/companies? Can I also get a copy of Cybele’s open letter to the Premier? I am providing to Deb Bowman at MOTI as an fyi. She is going to see what messaging she can get to us.

Christine Little
Assistant Deputy Minister
Small Business and Red Tape Reduction
Phone: 250-387-0661

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From: Dawes, Jacquie CSCD:EX
Sent: Thursday, January 21, 2016 3:27 PM
To: Bowman, Deborah TRAN:EX; Dick, Joan L CSCD:EX
Subject: RE: Contact Request

Thanks Deb

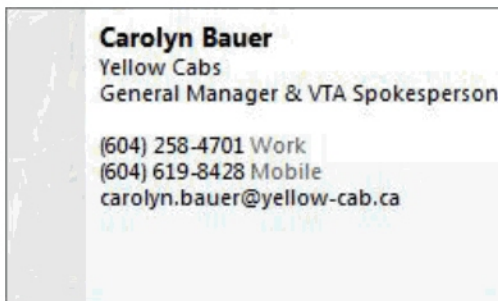
From: Bowman, Deborah TRAN:EX
Sent: Thursday, January 21, 2016 2:57 PM
To: Dawes, Jacquie CSCD:EX; Dick, Joan L CSCD:EX
Subject: Fw: Contact Request

Please see attached, happy to answer any questions. Thank you, db

From: Vanderkuip, Kristin TRAN:EX <Kristin.Vanderkuip@gov.bc.ca>
Sent: Thursday, January 21, 2016 2:55 PM
To: Bowman, Deborah TRAN:EX
Subject: Contact Request

Hi Deborah

Here is the information as requested.



Letters re: Uber/Consultation

VTA response to MTS

252669 re: TADM meeting (FW:Letter Attached) – in response to meeting with ADM Bowman on December 17, 2015

252920 re: MTS Uber

Additional Information:

City of Vancouver Taxi Chronology

Additional meetings:

Carolyn Bauer represented the Vancouver Taxi Association at the Vehicle for Hire Dialogues hosted by the City of Vancouver from May to October 2015. The Dialogues were facilitated by Glenn Sigurdson* and Jessica Bratty. TransLink, Passenger Transportation Board and MoTI staff participated. (Note – MPF is familiar with Glenn Sigurdson)

Kristin Vanderkuip, Registrar and Director

Passenger Transportation Branch | Ministry of Transportation and Infrastructure
Office 604 527-2201 | Mobile **s.17**

From: Dawes, Jacquie CSCD:EX
Sent: Friday, January 22, 2016 4:34 PM
To: Dick, Joan L CSCD:EX
Subject: Red FM

Hi Joan
is this correct:

Premier Christy Clark has appointed TransLink Minister Peter Fassbender to chair the committee on UBER issues.

thanks!

T

Jacqueline Dawes
Deputy Minister
Community, Sport, and Cultural Development,
and Responsible for TransLink

From: Dawes, Jacquie CSCD:EX
Sent: Monday, February 15, 2016 12:59 PM
To: Bowman, Deborah TRAN:EX; Brooks, Jessica CSCD:EX
Cc: Gedney, Vanessa R CSCD:EX; Schneider, Vanessa GCPE:EX; Dick, Joan L CSCD:EX
Subject: FW: Ridesharing and Innovative Transportation Options
Attachments: 02112016 MPF MTS Innovative Transportation Options FINAL .pdf; 02142016 VBOT Ridesharing Position Paper FINAL.pdf

FYI

From: Emily Morrey-Jones [<mailto:emorrey-jones@boardoftrade.com>]
Sent: Monday, February 15, 2016 12:06 PM
To: Transportation, Minister TRAN:EX; Minister, CSCD CSCD:EX
Cc: Transportation, Deputy Minister TRAN:EX; Dawes, Jacquie CSCD:EX
Subject: Ridesharing and Innovative Transportation Options

Dear Minister Stone and Minister Fassbender,

On behalf of The Vancouver Board of Trade, please find attached a letter and position paper on ridesharing and innovating transportation options.

Kind regards,

Emily Morrey-Jones

Executive Coordinator, The Vancouver Board of Trade

t. 604-640-5456 f. 604-681-0437

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