

## Shortt, Amanda PREM:EX

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**From:** Richards, Erin PREM:EX  
**Sent:** November 19, 2018 10:12 AM  
**To:** Nash, Amber PREM:EX  
**Subject:** FW: Ridehailing KMs & QAs  
**Attachments:** Ridehailing ICBC intro and QA.docx; Ridehailing\_KM\_QA\_Legislation Fall Session Nov 18 AM.docx

Do you need these?

Erin Richards  
s.17

**From:** Aaron, Sage PREM:EX  
**Sent:** November 19, 2018 10:08 AM  
**To:** Bain, Don PREM:EX; Geary, Vanessa PREM:EX; Kingston, Charlotte PREM:EX; Oreck, Mira PREM:EX; Viaud, Chantille PREM:EX; Aaron, Sage PREM:EX; Brown, Evan PREM:EX; Dewar, Bob PREM:EX; Farmer, Susan PREM:EX; Fogg, Bruce PREM:EX; Hockin, Amber PREM:EX; Holmwood, Jen PREM:EX; McConnell, Sheena PREM:EX; Meggs, Geoff PREM:EX; Nash, Amber PREM:EX; Richards, Erin PREM:EX; Robinson, Jon PREM:EX; Van Meer-Mass, Kate PREM:EX  
**Subject:** Ridehailing KMs & QAs

## ICBC – Ride-hailing Insurance

Government has heard from ride-hailing companies that current ICBC products do not work for their business model.

The current government wanted to make a more flexible product to allow for ride-hailing companies.

Amendments to the Insurance Vehicle Act and the Insurance Corporation Act, introduced today, will ensure ICBC can develop new and innovative insurance products in time for fall 2019.

This will also support other new emerging vehicle peer to peer services such as car and RV sharing.

Once legislation is in effect, work to develop the product will begin.

Q. Isn't there already a product which is ready at ICBC which rideshare companies can use?

- No. There is not a product at ICBC that will work for ride-hailing companies.
- The legislation today enables ICBC to create such a product.

Q. What will the product look like?

- Those decisions have not been made, and the development can't start until the legislation is passed.
- We know it will be a more flexible product than what is currently offered, to allow for new services to enter the market.

Q. The legislation directs the BCUC – hasn't your government highlighted the independence of the BCUC in the past?

- The legislation provides government with the option to direct BCUC on the insurance product.
- This does not mean that this will happen, it is just an extra tool in legislation.
- We've heard from many British Columbians that they would like to see new services enter the market quickly.
- This provides government with the ability to move the insurance product along according to our timelines, if needed.

## **Key Messages and Q&A**

### **PROVINCE INTRODUCES LEGISLATIVE AND REGULATORY CHANGES TO BRING IN RIDE HAILING**

Updated: November 15, 2018

#### **KEY MESSAGES**

- For years, people have been asking for **new, convenient and safe options to get around**. Today's legislation opens the door for ride-hailing **companies to enter the market** and **offer new services** to people.
- We're **getting ride-hailing right** for B.C. with **modern, safe services** people want.
- Our government is bringing in **ride-hailing that works for everyone** with a new, **demand-driven approach** based on data.
- **We moved quickly** – getting more done in one year than the previous government did in five.
- **Ride-hailing is coming** to B.C. and with today's legislation, we are on track to have companies apply to the Passenger Transportation Board next fall.

## QUESTIONS AND ANSWERS – LEGISLATION GENERAL

### **Q. What changes are you making – and to what pieces – of legislation?**

- For years, people have been asking for new, convenient and safe options to get around.
- Today's milestone legislation gets ride-hailing right for B.C. with modern, safe services people want by opening the door for ride-hailing companies to enter the market next fall.
- Today's *Passenger Transportation Amendment Act* amends eight statutes and focuses on:
  - Keeping people safe.
  - Enabling ICBC to develop a modern insurance product for ride-hailing.
  - Making sure people aren't left stranded by eliminating trip pick-up and drop-off refusals from one municipality to another.
  - Maintaining the requirement for taxi and future ride-hailing drivers to have a Class 4 licence and new, mandatory criminal record checks.
  - Enabling a new, data-driven approach to improve taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times, by strengthening the Passenger Transportation Board's authority to determine fares, vehicle supply and operating areas.
  - Making sure there are enough accessible vehicles on the road with a new 'per-trip' fee to fund accessibility for both taxis and ride-hail vehicles.



- Tougher enforcement of the rules and stiffer penalties for taxi and ride-hailing companies for working outside the law.

**Q. Can you speak more broadly to what legislative changes are being made?**

This legislation focuses on:

- Keeping people safe.
- Enabling ICBC to develop a modern insurance product for ride-hailing.
- Making sure people aren't left stranded by eliminating trip pick-up and drop-off refusals from one municipality to another.
- Maintaining the requirement for taxi and future ride-hailing drivers to have a Class 4 licence and new, mandatory criminal record checks.
- Enabling a new, data-driven approach to improve taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times, by strengthening the Passenger Transportation Board's authority to determine fares, vehicle supply and operating areas.
- Making sure there are enough accessible vehicles on the road with a new 'per-trip' fee to fund accessibility for both taxis and ride-hail vehicles.
- Tougher enforcement of the rules and stiffer penalties for taxi and ride-hailing companies for working outside the law.

**Q. I heard only *some* pieces of legislation are being introduced this fall. Why not all of them?**

- We're getting ride-hailing right for B.C. with modern, safe services people want and on track to have companies apply to enter the market next fall.
- There is a lot of legislation to be amended and debated– it's a lengthy and complex process. All of the legislation is being introduced this session however some of the regulatory changes will follow immediately afterward.

**Q. Does this mean ride hailing won't be in place by fall 2019?**

- Ride-hailing companies will be able to apply to operate in B.C. next fall.

**Q. WHEN next fall? September? October? Will we see cars on the road by the holiday season?**

- Ride-hailing companies will be able to apply to operate in B.C. next fall.

**Q. Why is it taking so long to bring ridesharing to B.C.?**

- It's my job as Minister of Transportation to make sure good public policy is in place that ensures safety and works for people, and we have taken the time to get this right.
- Legislation introduced today will allow ICBC to develop a new, modern product that will be available next fall.

- We are getting ride-hailing right with safe, modern options people want. Today's legislation is a huge milestone to open the door for ride-hailing to enter the market.

**Q. Are you introducing legislation so ICBC can develop their insurance product?**

- Yes. Legislation introduced today will allow ICBC to develop a new, modern product that will be available next fall.

**Q. You say you need to change regs too. How long will this take?**

- As soon as this legislation is debated in the house and receives Royal Assent, the next step is to define the regulations in the coming months.

**Q. What will this mean for municipalities like Metro Vancouver?**

- We heard from people who had challenges getting a safe ride between different areas of Metro Vancouver.
- This legislation will address the overlap of jurisdiction local governments and the Passenger Transportation Board.
- We are proposing changes to local government legislation that will remove the authority of a municipality to refuse to allow the delivery of transportation services within their jurisdiction despite the Board's approval.
- The Board will have authority to determine the rates charged to passengers, as well as the supply and operating area of vehicles.

- This will enable people to be able to get a ride from Vancouver out to the suburbs and vice versa.

**Q. There is no mention of driver licensing requirements in this Bill. Will you be retaining the Class 4 driver's licence?**

- This Bill focuses on keeping people safe.
- The regulation, as it stands, will not change. Taxis and passenger directed vehicles will require a Class 4.
- Driver's licences are determined via regulation in the provincial Motor Vehicle Act, and therefore this change is not included in the Bill.
- However, while the class of driver licence required is set out in the Motor Vehicle Act Regulations, our approach places a priority on safety.
- We are not the only province that requires taxi drivers to hold a commercial class of driver's licence - Alberta has this same requirement and it is one that ride-hailing companies comply with now as their drivers operate in the major urban centres of Calgary and Edmonton.

**Q. Will the province set limits on the number of ride-hail cars on the road?**

- Provincial and municipal regulation of vehicle supply and operating areas will be eliminated. This will be the responsibility of the Passenger Transportation Board, streamlining the process for industry to adapt to changing market conditions.
- The Passenger Transportation Board—an independent tribunal—will continue its role in receiving applications and setting out terms and

conditions of licences, including those from companies seeking to provide transportation network services.

- We want to get this right – and need to strike the balance of being responsive to market demand, while not making congestion worse.
- Many cities regulate ride hailing demand, like New York for example.

**Q. How will the level of supply, and how it's determined, be different from the current model?**

- Provincial and municipal regulation of vehicle supply and operating areas will be eliminated.
- This will be the sole responsibility of the Passenger Transportation Board, streamlining the process for industry to adapt to changing market conditions.
- This approval process will be based on data and will be demand-driven, intended to meet the needs of customers.
- Companies will be able to show evidence of a current need for service in an area, which will be reviewed for approval by the PTB.
- We want to get this right – and need to strike the balance of being responsive to market demand, while not making congestion worse.

**Q. Why are you charging new operators a 'per-trip' fee, yet existing licensees are only required to pay an annual vehicle fee?**

- The legislation includes provisions that will enable the Board authority to establish fees, including a 'pre-trip' charge.

- If the legislation passes, we'll be looking into creating a new licence fee regime that could include, for example, a small 'per-trip' charge against **new entrants** to the industry for trips taken in non-accessible vehicles.
- Revenue generated through this per-trip charge could, for example, support accessible vehicles, which are expensive to modify and to maintain in working order.

**Q. How are you making this industry safe?**

- As Minister, it's my first priority to make sure people getting into a regulated vehicle are safe. We're doing this by:
  - Requiring drivers have a Class 4 licence
  - Requiring drivers undergo a criminal record check
- It is also important to note that drivers holding a commercial class of driver's licence are subject to medical examinations.
- When people use ride hailing services they need to know the driver has a clean record and their ride is safe.

**Q. Are you going to require ride hail drivers to have a Class 4 license?**

- Yes – the same license as taxi drivers. As Minister, it's my first priority to make sure people getting into a regulated vehicle are safe. People who are being paid to drive passengers need to be properly licensed.
- Using a Class 4 license is a best practice safety requirement across Canada.

**Q. Are you giving an unfair advantage to any companies?**

- We're getting ride-hailing right for B.C. with modern, safe services people want.
- My mandate as Minister was to modernize the taxi industry and bring in made-in-BC ride-hailing and I am delivering on that commitment.
- The first part of our plan for ride-hailing, announced in July, will offer significant relief to people this year. In the next few months there will be 500 more cabs on the road to give more people rides.
- Meantime, today's legislation opens the market for new, modern ride-hailing in B.C.

**Q. How much is Dr. Hara's contract to date?**

- The total cost of the contract is valued at \$165,000. Dr. Hara's contract was extended until December 31, 2018 by up to \$26,000.

**REACTION – Stakeholders, Greens**

**Q. What will Uber and Lyft say to this legislation?**

- We are getting ride-hailing right for B.C. with safe, modern options people want. Today's legislation is a huge milestone to open the door for ride-hailing to enter the market.
- Earlier this fall, I held a roundtable to get candid feedback on what will work for the industry as we move forward with ride hail.

- Uber and Lyft were both there, along with a number of Canadian companies.
- Canadian expert, Dr. Hara has consulted with local and international ride-hailing companies since we announced next steps in October of 2017.

**Q. What if Uber and Lyft say these changes are too onerous?**

- We are getting ride-hailing right with safe, modern options people want. Today's legislation is a huge milestone to open the door for ride-hailing to enter the market.
- It's my job as Minister of Transportation to make sure good public policy is in place that ensures safety and works for people, and we have taken the time to get this right.
- Many cities around the world who have let Uber enter the market unregulated have scaled these services back in the interest for public safety and congestion, like New York and London.
- We believe we're putting forward legislation that allows for new ride hailing services to enter the market– but it's up to them if they apply to operate in B.C.

**Q. I thought a Class 4 licence was a deal-breaker for Uber. What will Uber say to this and will they still enter the B.C. market?**

- We believe we're putting forward legislation that allows for new ride hailing services to enter the market– but it's up to them if they apply to operate in B.C.
- As Minister, it's my first priority to make sure people getting into a regulated vehicle are safe. People who are being paid to drive passengers need to be properly licensed.



- Taxis need to have a Class 4. Ride hail drivers should be required to have a Class 4 - this is a best practice safety requirement across Canada.

**Q. Does the Green Party support this bill?**

- I've been working closely with the Green Party through CASA during policy and legislative development and I'm hopeful the members will support our approach that makes peoples' safety a top priority while modernizing our transportation network.

**TAXI SERVICE**

**Q. Are you just trying to protect the taxi industry?**

- We are modernizing the industry so ride hailing can operate – something the opposition failed to get done in five years.

**Q. Legislative changes for rideshare are all well and good, but what does this do for better taxi service?**

- In July, we adopted many of Dr. Hara's recommendations to modernize the taxi industry – including immediately bringing 500 more cabs to the streets to offer people more rides. The Passenger Transportation Board is working non-stop to get these cabs on the road by the holidays.

- It is in the taxi company's best interest to take advantage of these opportunities to show they can provide better taxi service.

**Q. Everyone has a nightmare story about using a taxi – will this legislation put an end to these horror stories?**

- We heard from people who had challenges getting a safe ride between different areas of Metro Vancouver.
- New legislation will enable people to be able to get a ride from Vancouver out to the suburbs and vice versa.
- We are getting ride-hailing right with safe, modern options people want. Today's legislation is a huge milestone to open the door for ride-hailing to enter the market.

**Q. Some say the taxi industry has failed to adapt to the times, and shouldn't be rewarded for poor service. Why is your government protecting an industry that isn't working?**

- We're not protecting the taxi industry. We want to take the politics out of ride-hailing and make sure we get it right.
- We're proposing a new, data-driven approach that will help the Board in its decision making, improving taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times.

**Q. Consumers say they haven't seen any new cabs on the road in Metro Vancouver. I thought you promised an increase in cabs to provide relief.**

- My mandate as Minister was to modernize the taxi industry and bring in made-in-BC ride-hailing and I am delivering on that commitment.
- The first part of our plan for ride-hailing, announced in July, will offer significant relief to people this year. In the next few months there will be 500 more cabs on the road to give more people rides.
- Meantime, today's legislation opens the market for new, modern ride-hailing in B.C.

## INDUSTRY POLITICS

**Q. Is this just lip service to an election promise that you know you won't / can't deliver on?**

- Our government is bringing in ride-hailing that works for everyone.
- We've learned from other jurisdictions – Jurisdictions such as New York, Honolulu, Toronto, San Francisco and others have issues with congestion, safety and environmental challenges resulting from a sudden surge in the number of ride-hailing vehicles on their roads.
- We moved quickly – getting more done in one year than the previous government did in five.
- Ride-hailing is coming to B.C. and with today's legislation, we are on track to have companies apply to the Passenger Transportation Board next year.

**Q. How is the NDP government affiliated with the ride-for-hire app called Kater?**

- It's not. Our government is not associated or affiliated with Kater or the developers in any way.

## **CONGESTION**

### **Q. Won't removing boundary / operating areas for taxis in Metro Vancouver just lead to more congestion?**

- We want to get this right – and need to strike the balance of being responsive to market demand, while not making congestion worse.
- We've learned from other jurisdictions – Jurisdictions such as New York, Honolulu, Toronto, San Francisco and others have issues with congestion, safety and environmental challenges resulting from a sudden surge in the number of ride-hailing vehicles on their roads.
- That's why we're enabling the Board to control supply, boundaries and rates.

## **ENFORCEMENT**

### **Q. Can you provide any details around enforcement?**

- There are four enforcement staff at the Passenger Transportation Branch – but PTB enforcement is also augmented by the Commercial Vehicle Safety and Enforcement team, who have over 1500 enforcement staff around the province.

## **INSURANCE/ICBC**

**Q. Isn't there already a product which is ready at ICBC which rideshare companies can use?**

- No. There is not a product at ICBC that will work for ridehailing companies.
- The legislation today enables ICBC to create such a product.

**Q. What will the product look like?**

- Those decisions have not been made, and the development can't start until the legislation is passed.
- We know it will be a more flexible product than what is currently offered, to allow for new services to enter the market.

**Q. The legislation directs the BCUC – hasn't your government highlighted the independence of the BCUC in the past?**

- The legislation provides government with the option to direct BCUC on the insurance product.
- This does not mean that this will happen, it is just an extra tool in legislation.
- We've heard from many British Columbians that they would like to see new services enter the market.
- This provides government with the ability to move the insurance product along according to our timelines, if needed.

## COMMITTEE

**Q. What is the purpose of the committee – does this mean they will be deciding on some of the pieces not specifically in legislation?**

- We are committed to getting this right for British Columbians.
- The committee will help ensure the regulations are created precisely to keep people safe while allowing for new, convenient transportation services to enter the market.

**From:** [Hannah, Matt GCPE:EX](#)  
**To:** [Richards, Erin PREM:EX](#)  
**Subject:** Scans  
**Date:** August 14, 2018 10:56:00 AM  
**Attachments:** [20180729 Community Scan Vancouver.docx](#)  
[2018.07.26 Issues Scan Vancouver%2FVictoria.docx](#)  
[2018.07.27 Community and Issues Scan Vancouver.docx](#)

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**PJH's Letter to DFO (and new Minister)**  
**ICBA injunction on the referendum**  
**Orkambi lawsuit**  
**Care aide arrest**  
**Addictions recovery**  
**Overdose KMs**  
**Fernie Arena Report**

**Tent Cities and Modular Housing Milestone**  
**Hastings St. Affordable Housing Project**

**Balmoral/Regent Hotels**  
**CBA's**  
**Ridesharing Delay and Kater**  
**Greyhound**  
**BC Games**  
**Climate Intentions Papers**  
**Kinder Morgan Protests**  
**Election Printing Services Notice of Intent**

**[Name of Issue]**

Background:

- [2-4 bullets with recent developments and possible angle for questions]
- [etc]

Message:

- [2-4 bullets with suggested messages]
- [etc]

*[Additional questions?]*

- [2-4 bullets with suggested messages]
- [etc]

**[Name of Issue]**



Background:

- [2-4 bullets with recent developments and possible angle for questions]
- [etc]

Message:

- [2-4 bullets with suggested messages]
- [etc]

*[Additional questions?]*

- [2-4 bullets with suggested messages]
- [etc]

### **ICBA Application for an Injunction on the Referendum**

Background:

- On June 28, the Independent Contractors and Businesses Association (ICBA) filed a petition in B.C. Supreme Court challenging the constitutionality of the referendum.
- On July 17, the Court refused to expedite the constitutional challenge and told the petitioners that they could apply for an interim injunction if they wanted the issue addressed urgently.
- While the ICBA characterized it as government lawyers delaying, government lawyers argued they require expert evidence that could not be produced on the expedited timeline.
- On July 24, the ICBA applied for an injunction to suspend the referendum process entirely until the original petition is adjudicated. Alternatively, they seek at a minimum to suspend the restrictions on third party advertising that came into effect on July 1st.
- The application will be heard on August 7th.
- On the injunction application, MLA Dan Davies tweeted that he's "glad this is being challenged." The ICBA has been vocal in their support for first-past-the-post.

Message:

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- No matter how you'll vote, everyone has a right to have their say this fall.

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### **Premier's Letter to the DFO & Death of Baby Orca**

#### Background:

- On July 24, a baby Southern Resident Killer Whale died. It was the first calf born to the endangered herd in three years.
- Media have reported that for two days, the mother whale was seen trying to keep the calf afloat. The death has been linked to the shortage of Chinook.
- On July 10, the Premier sent a letter to DFO regarding the recent Southern Resident Killer Whale-related Chinook closure in the Strait of Juan de Fuca.
- It called for a comprehensive plan to bolster Chinook stocks, and for extended timelines for stakeholder consultations on the habitat review to recognize that stakeholders are in the midst of peak-season operations.

#### Message:

- It's an absolutely tragic story. I think I speak for all British Columbians - the state of our Southern Resident Killer Whales is deeply concerning.

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- Our government is taking action on our end to protect wild salmon with our new Wild Salmon Advisory Council and rigorous new requirements for salmon farming tenures.
- But it will take all hands on deck. With the federal government at the table working collaboratively, I believe we can develop a strategy that will protect our wild salmon stocks for Southern Resident Killer Whales and British Columbians alike.

#### *What's your take on Jonathan Wilkinson, the new minister at DFO?*

- I welcome a federal fisheries minister from B.C.
- I'm hopeful that collaboration between the federal and provincial governments will continue to grow as we work to support healthy oceans and coastal communities.

## **Orkambi - Class Action Lawsuit**

### Background:

- On July 24, 2018, Canadian Cystic Fibrosis patients launched a class action lawsuit in B.C. court against the B.C. and federal governments, the Canadian Agency for Drugs and Technologies in Health (CADTH) and the Pan Canadian Pharmaceutical Alliance.
- They are seeking damages of one billion dollars and an injunction compelling B.C. to cover Orkambi provincially. They argue that lack of access to Orkambi violates their Charter rights to life, liberty and security of the person.
- Once Health Canada deems a drug safe for sale, the manufacturer submits it to CADTH who makes listing recommendations around clinical efficacy and cost effectiveness.
- British Columbia's evidence-based process includes consideration of CADTH's recommendations, followed by a review by the provincial Drug Benefit Council.
- Orkambi has been rejected for coverage in three independent reviews, twice at the national level and once in B.C.
- No province currently covers Orkambi and the current price is under investigation by Canada's drug pricing watchdog - the Patented Medicines Price Review Board.

### Message:

- It's an incredibly tough situation for people impacted by this.
- There's an independent process around drug listing decisions.
- The Ministry of Health under the previous government took that expert advice and decided against listing the drug in B.C.
- Since our government took office, the manufacturer said they have new information about the drug's effectiveness.
- Our Ministry of Health successfully advocated for changes at the federal level to allow Vertex to re-submit new data on Orkambi earlier this year for the federal Agency's (CADTH's) consideration. That's underway now and we're looking forward to seeing the outcome.

## **Arrest of Seniors' Care Aide - Sexual Assaults**

### Background:

- A male care-aide tasked with caring for seniors and people with disabilities at Aberdeen Hospital in Saanich has been charged with four counts of sexual assault and four counts of sexual exploitation of a person with a disability.

- The offenses are alleged to have occurred from July 1 to 15, 2018.
- The accused has been suspended and has not had access to patients at the facility since the allegations were made. So far, three victims have been identified. Police believe there may be more.
- Island Health has been providing support to individuals, families and staff, and will be waiting for the conclusion of court proceedings before launching a formal review.
- B.C. seniors advocate Isobel Mackenzie has said that cases of sexual assault in senior's facilities are rare.

Message:

- They're certainly very disturbing allegations.
- Seniors' deserve the best quality care and need to be and feel safe in their homes.
- It's been good to hear from the Seniors' Advocate that instances like what's been alleged here are very rare.
- Our government is investing \$548 million over three years to improve care for seniors, including primary care, home and community care, and residential care.
- We're committed to ensuring seniors receive dignified and quality care no matter where in the province they live.

## **Addictions Recovery Services**

Background:

- On July 18, the BC Centre for Substance Use released a report calling for expanded addictions recovery services in B.C. and provincial supports for a full continuum of care.
- Vancouver Sun reporter Daphne Bramham just finished a 6 part series on addictions, much of it focused on the need for more coordinated treatment and recovery services.
- The Opposition has argued that government is prioritizing harm reduction over treatment and recovery.
- Budget 2018 pledged a total of \$322 million over the next three years for addictions and mental health. Of that, \$170 million is earmarked for treatment and recovery and \$43 million for harm reduction.

Message:

- Right now people are often left on their own to navigate a fragmented and uncoordinated system of treatment and recovery services. Too often they fall through the cracks.
- People need to be able to ask for help once and get help fast. It won't happen overnight, but that's what we're working urgently towards.

- We've already taken important steps to expand recovery supports:
  - The new leading edge mental health and addictions HUB at St. Paul's Hospital opened earlier this month with wraparound supports beds for rapid assessment, treatment and stabilization.
  - And we're also expanding the Foundry network for youth across the province.
- There's much more to do. Right now the Ministry is building the strategy for new approach to mental health and addictions in B.C. including looking at building treatment and recovery networks.

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## **Overdose Crisis**

### Background:

- There were 109 suspected drug overdose deaths in May 2018 - a 6 month low.
- This is a 23% decrease over the number of deaths occurring in May 2017 (141) and a 12% decrease over the number of deaths occurring in April 2018 (124).

### Message:

- While the number of deaths were down in May, they're still unacceptably high.
- Our government continues to escalate our response to the overdose crisis to stem the tide of this emergency:
  - We have doubled the number of overdose prevention and safe consumption sites across the province.
  - We launched the Overdose Emergency Response Centre which includes Community Action Teams in those communities most affected by the overdose crisis.
  - We have increased the availability of drug checking and naloxone kits which are now available through pharmacies.
  - We introduced legislation to toughen regulations on pill press machines to help keep opioids off our streets.

## **Technical Safety BC's Report on the Fatal Ammonia Leak in the Fernie Memorial Arena**

### Background:

- On Wednesday, July 25, Technical Safety BC released their report on the causes of the ammonia leak in the Fernie hockey arena on Oct. 17, 2017 that caused 3 deaths.
- The report found that the main causes of the accident were a small hole caused by corrosion in a pipe that allowed the ammonia to mix into the cooling solution, ventilation and discharge systems that were not adequate, and operational decisions by the City of Fernie.
- As early as 2010, the City of Fernie had been told that the refrigeration system in the arena needed to be replaced. In the spring and summer of 2016, the leak that allowed the ammonia to mix with the cooling system was discovered. The City made the decision to shut down the refrigeration system over the summer. It was restarted on Oct. 16, 2017.
- The City had no reason to believe that their actions were dangerous; according to research conducted by Technical Safety BC, there has never been an accident of this severity caused by an ammonia leak.
- Technical Safety BC has inspected 95% of all ice and curling rinks in the province to ensure there are no similar issues, and will have inspected 100% of facilities in the coming weeks. All facilities are now compliant with any safety orders that were made.

Message:

- Our thoughts are with the community in Fernie, and I'd like to again extend my condolences to the three families who lost loved ones in this tragedy last October.
- I hope that the recommendations from Technical Safety BC and their work inspecting all ice rinks around BC will help people feel safe.

*Will your government bring in requirements for local governments to replace aging refrigeration systems or move away from ammonia systems?*

- Technical Safety BC has been working diligently since this incident last October to inspect all ice and curling rinks in BC to ensure there are no similar issues.
- No one wants an incident like this to ever happen again, and I'm sure that's why all arena owners have been so willing to work with Technical Safety BC to ensure their facilities are safe.
- Technical Safety BC has identified 18 recommendations to address this issue, and we support those recommendations and their work to implement them.

### **Community Benefit Agreement - Pattullo Bridge**

Background:

- On Thursday, July 26 the full Community Benefit Agreement was posted online and a tech briefing held for media.
- The agreement includes a focus on priority hiring for indigenous workers, locals, women and apprentices.
- Media coverage focused on the requirement to join the applicable union member of AIRCC (Allied Infrastructure and Related Construction Council), as well as the increased cost estimate of 4-7% for using a CBA.

Message:  
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- By using a Community Benefits Agreement, we will put local people first in line for work – within a 100 kilometre radius of the project.
- Hiring local people means growing local economies and building thriving communities across the province.
- We are increasing the participation of women, Indigenous workers and apprentices to help them support their families and further their career path.

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### **Ridesharing & Kater/Taxi Deal**

#### Background:

- Media coverage has continued to focus on the delay of ridesharing in BC, following the July 19 news conference which released the Hara report and announced September 2019 as the likely date for ridesharing companies to apply to enter the market.
- A Mike Smyth column on July 26 suggests the government is hypocritical in its approach to ridesharing, as it's only handing out fines of \$1150 to drivers caught working for illegal ridesharing companies (Chinese-language) and yet won't legalize ridesharing so that Uber and Lyft can enter the market.

#### Message:

- We know people are frustrated and have been waiting too long for a solution to the lack of transportation options that are available - particularly in Metro Vancouver.
- People need to be able to get around safely and reliably. That's why we're taking immediate steps by putting more taxis on the streets while laying the groundwork for new ridesharing services to enter the market.
- Once legislation is in place after the fall session, ICBC can develop an insurance product suitable to rideshare companies like Uber and Lyft.



- We fully expect ride sharing companies to apply to the Passenger Transportation Board to offer services in B.C. by next September.

*But why is it taking so long?*

- We need to change legislation first to deal with various aspects of the industry, including safety.

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- Once that's done, ICBC will work on the product, then it has to be approved by the BC Utilities Corporation.
- By September 2019, we expect companies to apply to offer services.

## **Greyhound**

Background:

- A Globe and Mail article published July 26 suggests Federal Transport Minister Garneau is not going to allow for subsidies to bus companies, but is considering providing loan guarantees to local bus companies.
- A statement from his office included in the article says the federal government is "encouraged by the recent expression of interest by Canadian bus carriers using different business models and equipment to fill some of the potential service gaps caused by Greyhound's decision."
- On Wednesday, July 25 Alberta Premier Rachel Notley announced they are expanding a rural bus pilot project to ensure bus service for more communities, saying the recent announcement by Greyhound to end service in Western Canada has ramped up the urgency.

Message:

- People are understandably feeling worried and uncertain about what Greyhound's departure means for them, and how they will continue getting around safely and affordably.
- Our government hears them and they will not be left stranded without access to transportation. We are focused on finding solutions.
- I was in discussions with my provincial counterparts on this issue last week.
- We will continue working with our federal and local partners to find a solution that works for people.

## **BC Summer Games Alleged Sexual Assaults**

### Background:

- The BC Games reported incidents of inappropriate conduct by some young men towards about 30 female athletes at a BC Summer Games athletes' dance on the evening of Saturday July 21st at the Cowichan Exhibition Centre (Duncan).
- The 2018 BC Summer Games were held in the Cowichan area from July 19-22.
- A letter from the BC Games CEO Kelly Mann has been sent to the parents of the girls offering support and notifying them the BC Games is engaging the RCMP on the matter.
- Various media outlets have now reported on the story, saying dozens of teenaged athletes were allegedly groped while at the dance. Stories included comment from Kelly Mann and a statement from RCMP confirming they've opened a file on the case.

### Message:

- Girls and women deserve to be safe and feel safe no matter where they are.
- We are shocked and disturbed by news of alleged sexual assaults happening at a BC Games sanctioned event.
- As a government we must do everything we can to ensure safe spaces for young people, and we will work with the BC Games to take steps to ensure the safety of people attending the BC Games in the future.

## **BC Ferries Looking to Procure New Vessels**

### Background:

- On July 26, BC Ferries issued Requests for Expression of Interest (RFEOI) for the procurement of five new vessels (four 81-metre Island Class ferries, and one 107-metre Salish Class vessel.)
- According to the news release, two of the vessels are expected to arrive in 2020, and the rest in 2021.

- Following the RFEOI BC Ferries will issue a Request for Pre-Qualifications, then an RFP. It anticipates awarding a contract by the end of 2018.

Message:

- We know BC Ferries is in need of more ships in order to improve the reliability of the service for British Columbians.
- We also know that building ships in British Columbia would bring great benefits to the local economy, and create good-paying jobs for people in our province.
- But because of the decisions of the previous government, it may not be possible because the capacity for shipbuilding is not what it once was.
- We're looking at what policy choices we might be able to make to revitalize the industry.

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### **City of Vancouver Expropriation for Balmoral and Regent Hotels**

Background:

- On July 25, the City of Vancouver filed an expropriation notice for the Balmoral and Regent Hotels in the Downtown Eastside of Vancouver. They will be releasing an Information Bulletin on Monday, July 30 to inform media.
- The Balmoral was closed in June 2017, and the Regent was closed in June 2018, resulting in over 300 tenants being relocated into safer housing. Both properties were closed due to the owners' unwillingness to maintain basic health and safety standards, leading to hundreds of bylaw violations and years of attempted enforcement efforts by the City.
- Filing the notice of expropriation is the first step in transferring these properties to public ownership under the City of Vancouver. The City will use the properties to create more housing.
- The City made an offer to purchase the two properties before filing notice, but the offer was not accepted.

Message:

- The way people were treated at the Balmoral and Regent Hotels is a serious issue for our government - no one should have to live in a situation like that.

- That's why we committed to an additional 2,500 supportive modular homes in Budget 2018, as part of our \$7 billion historic investments in affordable housing.
- This means that people who desperately need homes will be able to live in a warm, supportive environment so they can focus on other areas of their lives.

*Does the government have any say over the future use of either property? Do you have housing allocated there already?*

- We support the City of Vancouver in their work to provide housing to people who need it, including by investing \$66 million in funding for 600 units of modular housing.
- The future use of both sites will be up to its owners and local zoning bylaws.

## **Speculation Tax**

Background:

- The Canadian Home Builders' Association wrote an op ed warning that the speculation tax could have unwanted economic consequences by scaring off Albertans and others.
- The vast majority of the tax paid will be by foreign or out-of-province owners (\$140 million of \$200 million), and 99% of British Columbians will not be subject to the tax.
- Weaver attended an anti-speculation tax event hosted by Oak Bay real estate companies and has written about his opposition to the speculation tax. Legislation is anticipated in the fall and media may ask if it is a confidence vote.

Message:

- We want to ensure British Columbians can afford to live and work in their own province.

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- More than 99% of British Columbians will not be subject to the speculation tax.
- But British Columbians who are sitting on 2, 3, 4 empty homes in the communities hit hardest by the housing crisis will pay - or can choose to rent out their vacant homes.

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*The Canadian Home Builders' Association has said the tax will hurt the economy...*

- We want to ensure that we are building homes for people here in BC.
- We want to ensure that people in BC can find a place to live, and that speculators aren't driving up prices.

## **Pipeline Protests**

Background:

- A group of protesters known as the Tiny House Warriors have set up a protest camp at Blue River near the site of a proposed Trans Mountain Pipeline work camp. RCMP are monitoring but there are no public safety or traffic impacts to date.
- Burnaby has issued an eviction notice to protesters at Camp Cloud near the Kinder Morgan Burnaby terminal due to public safety concerns. The city has announced it will go to the courts to enforce the order.
- On July 14th, RCMP enforced an eviction notice from BC Parks to protesters occupying the North Thompson River Provincial Park and made one arrest for mischief.
- No private buyer was found by the July 22nd deadline so the Federal Government is in the process of buying the pipeline but the deal must be ratified by Kinder Morgan shareholders and is subject to a national security review in the US because it includes a spur pipeline into Washington state.

Message:

- I know that lots of people are very passionate about this issue.
- We respect their right to express themselves peacefully and within the law.
- Police operate at arms length and independently of government. Government does not interfere with police operational decisions. Their role is to ensure public safety, maintain the peace and uphold the law.
- Our government has been consistent in respecting the rule of law while defending BC's interests in the face of the risks of a bitumen spill to our environment and our economy.

## **Clean Growth Intentions Paper**

Background:

- On July 20th the Environment Ministry released three intentions papers for public discussion as government develops a clean growth strategy.
- The intentions papers cover Clean Transportation; Clean, Efficient Buildings; and the Clean Growth Program for Industry.
- Public comment is open until August 24th.

Message:

- A responsible climate strategy means that we are building the low-carbon economy for now and for the future - one that works for people throughout BC.
- We're working on a clean growth strategy that will ensure we meet our climate targets and build a strong, stable and innovative economy.
- We're looking forward to hearing from British Columbians as we continue this work and develop specific measures for presentation in the coming months.

*Does LNG development prevent the Province from achieving its GHG targets?*

- We've been clear that any LNG development must be consistent with our climate targets.
- Meeting our climate targets is a challenge that we will all have to rise to – with or without LNG development.
- We are working on a robust clean growth strategy that will meet our targets while growing the economy.

## **Community & Provincial Issues Scan**

**Vancouver**

**July 27, 2018**

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## **Community Overview**

- The Sun Wah Centre was built in 1987
- Centre currently houses Hon's Wun-Tun House, Scotiabank and the Chinese Community Policing Centre on the ground floor, with retailers and non-profits on the second floor

### **Mayor**

- Gregor Robertson

### **MLAs**

- Vancouver Fairview: Hon. George Heyman
- Vancouver-False Creek: MLA Sam Sullivan
- Vancouver-Fraserview: Hon. George Chow
- Vancouver-Hastings: Hon. Shane Simpson
- Vancouver-Kensington: MLA Mable Elmore
- Vancouver-Kingsway: Hon. Adrian Dix
- Vancouver-Langara: MLA Michael Lee
- Vancouver-Mount Pleasant: Hon. Melanie Mark
- Vancouver-Point Grey: Hon. David Eby
- Vancouver-Quilchena: MLA Andrew Wilkinson
- Vancouver-West End: MLA Spencer Chandra Herbert



## **Recent Announcements**

**July 18/18 Province announces funding for additional spaces for early childhood educators online through UBC (AEST, CFD):** With a \$350,000 investment over three years, the B.C. government is helping UBC add a new part-time early childhood education (ECE) certificate program online for 72 students. The first group of 36 students will begin in September 2018 and the second will begin in January 2019.

**July 4/18 New funding keeps North Shore Youth Safe House Open (MAH):** Approximately 150 youth, between the ages of 13 and 18 years, receive support services, such as family and teen mediation, nutritious meals and laundry facilities. They will also have access to emergency housing throughout the year. Over the next five years, the Province will contribute \$100,000 annually toward operational costs, so that youth can continue accessing vital resources.

**June 29/18 Government of Canada announces funding agreement to give British Columbians the tools they need to find and keep good jobs (AEST, SDPR, GC):** The governments of Canada and British Columbia have signed agreements that will see Canada provide the province with over \$2.5 billion over six years to invest in their workers. An estimated 84,000 more British Columbians will benefit over the six-year period.

**June 26/18 Celebrating six months of success preventing new HIV infections throughout B.C. (HLTH):** People throughout B.C. are benefiting from expanded coverage for HIV pre-exposure prophylaxis (PrEP) and post-exposure prophylaxis (PEP). Expansion of coverage for PrEP and PEP in B.C. added a new resource to BC-CfE's Treatment as Prevention (TasP) program. When the program reaches 5,000 individuals, the BC-CfE believes the province will achieve greater than 83% reduction of new HIV cases by 2026.

**Community News**

**Sun Wah Centre now 95% occupied**

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and Mail, June 5)

(Globe

**Council limits size of future buildings in Chinatown**

Copyright

Copyright

(Vancouver Courier, July 19)

**Transformation team puts Chinatown's heritage first**

Copyright

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July 12)

(Vancouver Sun,

**Two 'atypical' overdoses at Insite accompany spike in cases in the city**  
Copyright

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(StarMetro, July 26)

**Bellegarde re-elected as national chief of Assembly of First Nations**  
Copyright

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(Vancouver Sun, July 26)

**Parks board in Vancouver apologizes for colonial rule**  
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(Times Colonist, July 26)

**City's water parks, outdoor pools will be open longer during heat wave**  
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(Vancouver Sun, July 26)

### Community Benefit Agreement - Pattullo Bridge

#### Background:

- On Thursday, July 26 the full Community Benefit Agreement was posted online and a tech briefing held for media.
- The agreement includes a focus on priority hiring for indigenous workers, locals, women and apprentices.
- Media coverage focused on the requirement to join the applicable union member of AIRCC (Allied Infrastructure and Related Construction Council), as well as the increased cost estimate of 4-7% for using a CBA.

#### Message:

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- By using a Community Benefits Agreement, we will put local people first in line for work – within a 100 kilometre radius of the project.
- Hiring local people means growing local economies and building thriving communities across the province.
- We are increasing the participation of women, Indigenous workers and apprentices to help them support their families and further their career path.

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## Ridesharing

### Background:

- Media coverage has continued to focus on the delay of ridesharing in BC, following the July 19 news conference which released the Hara report and announced September 2019 as the likely date for ridesharing companies to apply to enter the market.
- A Mike Smyth column on July 26 suggests the government is hypocritical in its approach to ridesharing, as it's only handing out fines of \$1150 to drivers caught working for illegal ridesharing companies (Chinese-language) and yet won't legalize ridesharing so that Uber and Lyft can enter the market.
- Critics including Mothers Against Drunk Driving and Coquitlam Mayor Richard Stewart have called on government to speed up the timeline.

### Message:

- We know people are frustrated and have been waiting too long for a solution to the lack of transportation options that are available - particularly in Metro Vancouver.
- People need to be able to get around safely and reliably. That's why we're taking immediate steps by putting more taxis on the streets while laying the groundwork for new ridesharing services to enter the market.
- Once legislation is in place after the fall session, ICBC can develop an insurance product suitable to rideshare companies like Uber and Lyft.
- We fully expect ride sharing companies to apply to the Passenger Transportation Board to offer services in B.C. by next September.

### *But why is it taking so long?*

- We need to change legislation first to deal with various aspects of the industry, including safety.

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- Once that's done, ICBC will work on the product, then it has to be approved by the BC Utilities Corporation.
- By September 2019, we expect companies to apply to offer services.

## **Catalyst Pension Announcement**

### Background:

- On July 27th the Province announced an amendment to the Pension Benefits Standards Regulation to improve protection for pension benefits of workers and retirees at Catalyst Paper.
- The amendment would make the full pension funding deficiency payable immediately in the event of a sale of assets or a filing for insolvency.
- It modifies the terms of a regulation passed in 2012 that provides Catalyst an extended period to pay off the shortfall.

### Message:

- We have taken action to help protect the pension benefits and jobs of almost 1,000 salaried retirees and 1,500 workers at Catalyst Paper.
- We are committed to working with the company to help support the long-term viability of all three mills and have been deeply engaged with Catalyst and other stakeholders in this process.
- I want to be clear – our goal is the continued operation of all three mills. That work continues.
- But if, in the face of pressure from unfair US tariffs or other reasons, Catalyst seeks to sell off BC mills, we must help ensure workers' pensions are protected.
- We will continue to fight to overturn the unfair tariffs and to protect the jobs and contributions to our economy of BC pulp and paper mills and the entire forestry sector.

### *Are you suggesting that Catalyst is close to bankruptcy or selling assets?*

- Not at all. We are engaged in a very thorough process working with the company to improve the long term viability of mill operations.
- We are simply putting in place measures where pension entitlements for Catalyst salaried retirees and workers would be more secure should the company owners, in the face of tariffs, be forced to sell or close any of their BC mills.
- We know that the US tariffs create additional pressures on a company that has been challenged by fibre supply and other issues that were not addressed by the previous government.
- Our goal is to work towards securing long-term viability of the mills to protect jobs for people and support for regional economies.

## **ICBA Application for an Injunction on the Referendum**

### Background:

- On June 28, the Independent Contractors and Businesses Association (ICBA) filed a petition in B.C. Supreme Court challenging the constitutionality of the referendum.
- On July 17, the Court refused to expedite the constitutional challenge and told the petitioners that they could apply for an interim injunction if they wanted the issue addressed urgently.
- While the ICBA characterized it as government lawyers delaying, government lawyers argued they require expert evidence that could not be produced on the expedited timeline.
- On July 24, the ICBA applied for an injunction to suspend the referendum process entirely until the original petition is adjudicated. Alternatively, they seek at a minimum to suspend the restrictions on third party advertising that came into effect on July 1st.
- The application will be heard on August 7th.
- On the injunction application, MLA Dan Davies tweeted that he's "glad this is being challenged." The ICBA has been vocal in their support for first-past-the-post.

### Message:

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- No matter how you'll vote, everyone has a right to have their say this fall.

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## Premier's Letter to the DFO & Death of Baby Orca

### Background:

- On July 24, a baby Southern Resident Killer Whale died. It was the first calf born to the endangered herd in three years.
- Media have reported that for two days, the mother whale was seen trying to keep the calf afloat. The death has been linked to the shortage of Chinook.
- On July 10, the Premier sent a letter to DFO regarding the recent Southern Resident Killer Whale-related Chinook closure in the Strait of Juan de Fuca.
- It called for a comprehensive plan to bolster Chinook stocks, and for extended timelines for stakeholder consultations on the habitat review to recognize that stakeholders are in the midst of peak-season operations.

### Message:

- It's an absolutely tragic story. I think I speak for all British Columbians - the state of our Southern Resident Killer Whales is deeply concerning.

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- Our government is taking action on our end to protect wild salmon with our new Wild Salmon Advisory Council and rigorous new requirements for salmon farming tenures.
- But it will take all hands on deck. With the federal government at the table working collaboratively, I believe we can develop a strategy that will protect our wild salmon stocks for Southern Resident Killer Whales and British Columbians alike.

### *What's your take on Jonathan Wilkinson, the new minister at DFO?*

- I welcome a federal fisheries minister from B.C.
- I'm hopeful that collaboration between the federal and provincial governments will continue to grow as we work to support healthy oceans and coastal communities.

## **Orkambi - Class Action Lawsuit**

### Background:

- On July 24, 2018, Canadian Cystic Fibrosis patients launched a class action lawsuit in B.C. court against the B.C. and federal governments, the Canadian Agency for Drugs and Technologies in Health (CADTH) and the Pan Canadian Pharmaceutical Alliance.
- They are seeking damages of one billion dollars and an injunction compelling B.C. to cover Orkambi provincially. They argue that lack of access to Orkambi violates their Charter rights to life, liberty and security of the person.
- Once Health Canada deems a drug safe for sale, the manufacturer submits it to CADTH who makes listing recommendations around clinical efficacy and cost effectiveness.
- British Columbia's evidence-based process includes consideration of CADTH's recommendations, followed by a review by the provincial Drug Benefit Council.
- Orkambi has been rejected for coverage in three independent reviews, twice at the national level and once in B.C.
- No province currently covers Orkambi and the current price is under investigation by Canada's drug pricing watchdog - the Patented Medicines Price Review Board.

### Message:

- It's an incredibly tough situation for people impacted by this.
- There's an independent process around drug listing decisions.
- The Ministry of Health under the previous government took that expert advice and decided against listing the drug in B.C.
- Since our government took office, the manufacturer said they have new information about the drug's effectiveness.
- Our Ministry of Health successfully advocated for changes at the federal level to allow Vertex to re-submit new data on Orkambi earlier this year for the federal Agency's (CADTH's) consideration. That's underway now and we're looking forward to seeing the outcome.

## **Arrest of Seniors' Care Aide - Sexual Assaults**

### Background:

- A male care-aide tasked with caring for seniors and people with disabilities at Aberdeen Hospital in Saanich has been charged with four counts of sexual assault and four counts of sexual exploitation of a person with a disability.
- The offenses are alleged to have occurred from July 1 to 15, 2018.
- The accused has been suspended and has not had access to patients at the facility since the allegations were made. So far, three victims have been identified. Police believe there may be more.
- Island Health has been providing support to individuals, families and staff, and will be waiting for the conclusion of court proceedings before launching a formal review.
- B.C. seniors advocate Isobel Mackenzie has said that cases of sexual assault in senior's facilities are rare.

### Message:

- They're certainly very disturbing allegations.
- Seniors' deserve the best quality care and need to be and feel safe in their homes.
- It's been good to hear from the Seniors' Advocate that instances like what's been alleged here are very rare.
- Our government is investing \$548 million over three years to improve care for seniors, including primary care, home and community care, and residential care.
- We're committed to ensuring seniors receive dignified and quality care no matter where in the province they live.

## **Addictions Recovery Services**

### Background:

- On July 18, the BC Centre for Substance Use released a report calling for expanded addictions recovery services in B.C. and provincial supports for a full continuum of care.
- Vancouver Sun reporter Daphne Bramham just finished a 6 part series on addictions, much of it focused on the need for more coordinated treatment and recovery services.
- The Opposition has argued that government is prioritizing harm reduction over treatment and recovery.
- Budget 2018 pledged a total of \$322 million over the next three years for addictions and mental health. Of that, \$170 million is earmarked for treatment and recovery and \$43 million for harm reduction.

### Message:

- Right now people are often left on their own to navigate a fragmented and uncoordinated system of treatment and recovery services. Too often they fall through the cracks.
- People need to be able to ask for help once and get help fast. It won't happen overnight, but that's what we're working urgently towards.
- We've already taken important steps to expand recovery supports:
  - The new leading edge mental health and addictions HUB at St. Paul's Hospital opened earlier this month with wraparound supports beds for rapid assessment, treatment and stabilization.
  - And we're also expanding the Foundry network for youth across the province.
- There's much more to do. We are building the strategy for a new approach to mental health and addictions in B.C. including looking at building treatment and recovery networks.

## **Overdose Crisis**

### Background:

- There were 109 suspected drug overdose deaths in May 2018 - a 6 month low.
- This is a 23% decrease over the number of deaths occurring in May 2017 (141) and a 12% decrease over the number of deaths occurring in April 2018 (124).

### Message:

- While the number of deaths were down in May, they're still unacceptably high.
- Our government continues to escalate our response to the overdose crisis to stem the tide of this emergency:
  - We have doubled the number of overdose prevention and safe consumption sites across the province.
  - We launched the Overdose Emergency Response Centre which includes Community Action Teams in those communities most affected by the overdose crisis.
  - We have increased the availability of drug checking and naloxone kits which are now available through pharmacies.
  - We introduced legislation to toughen regulations on pill press machines to help keep opioids off our streets.

## **Technical Safety BC Report on the Fatal Ammonia Leak in Fernie**

### Background:

- On Wednesday, July 25, Technical Safety BC released their report on the causes of the ammonia leak in the Fernie hockey arena on Oct. 17, 2017 that caused 3 deaths.
- The report found that the main causes of the accident were a small hole caused by corrosion in a pipe that allowed the ammonia to mix into the cooling solution, ventilation and discharge systems that were not adequate, and operational decisions by the City of Fernie.
- As early as 2010, the City of Fernie had been told that the refrigeration system in the arena needed to be replaced. In the spring and summer of 2016, the leak that allowed the ammonia to mix with the cooling system was discovered. The City made the decision to shut down the refrigeration system over the summer. It was restarted on Oct. 16, 2017.
- The City had no reason to believe that their actions were dangerous; according to research conducted by Technical Safety BC, there has never been an accident of this severity caused by an ammonia leak.
- Technical Safety BC has inspected 95% of all ice and curling rinks in the province to ensure there are no similar issues, and will have inspected 100% of facilities in the coming weeks. All facilities are now compliant with any safety orders that were made.

### Message:

- Our thoughts are with the community in Fernie, and I'd like to again extend my condolences to the three families who lost loved ones in this tragedy last October.
- I hope that the recommendations from Technical Safety BC and their work inspecting all ice rinks around BC will help people feel safe.

*Will your government bring in requirements for local governments to replace aging refrigeration systems or move away from ammonia systems?*

- Technical Safety BC has been working diligently since this incident last October to inspect all ice and curling rinks in BC to ensure there are no similar issues.
- No one wants an incident like this to ever happen again, and I'm sure that's why all arena owners have been so willing to work with Technical Safety BC to ensure their facilities are safe.
- Technical Safety BC has identified 18 recommendations to address this issue, and we support those recommendations and their work to implement them.

## Greyhound

### Background:

- A Globe and Mail article published July 26 suggests Federal Transport Minister Garneau is not going to allow for subsidies to bus companies, but is considering providing loan guarantees to local bus companies.
- A statement from his office included in the article says the federal government is "encouraged by the recent expression of interest by Canadian bus carriers using different business models and equipment to fill some of the potential service gaps caused by Greyhound's decision."
- On Wednesday, July 25 Alberta Premier Rachel Notley announced they are expanding a rural bus pilot project to ensure bus service for more communities, saying the recent announcement by Greyhound to end service in Western Canada has ramped up the urgency.

### Message:

- People are understandably feeling worried and uncertain about what Greyhound's departure means for them, and how they will continue getting around safely and affordably.
- Our government hears them and they will not be left stranded without access to transportation. We are focused on finding solutions.
- I was in discussions with my provincial counterparts on this issue last week.
- We will continue working with our federal and local partners to find a solution that works for people.

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## **BC Summer Games Alleged Sexual Assaults**

### Background:

- The BC Games reported incidents of inappropriate conduct by some young men towards about 30 female athletes at a BC Summer Games athletes' dance on the evening of Saturday July 21st at the Cowichan Exhibition Centre (Duncan).
- The 2018 BC Summer Games were held in the Cowichan area from July 19-22.
- A letter from the BC Games CEO Kelly Mann has been sent to the parents of the girls offering support and notifying them the BC Games is engaging the RCMP on the matter.
- Various media outlets have now reported on the story, saying dozens of teenaged athletes were allegedly groped while at the dance. Stories included comment from Kelly Mann and a statement from RCMP confirming they've opened a file on the case.

### Message:

- Girls and women deserve to be safe and feel safe no matter where they are.
- We are shocked and disturbed by news of alleged sexual assaults happening at a BC Games sanctioned event.
- As a government we must do everything we can to ensure safe spaces for young people, and we will work with the BC Games to take steps to ensure the safety of people attending the BC Games in the future.



## **BC Ferries Looking to Procure New Vessels**

### Background:

- On July 26, BC Ferries issued Requests for Expression of Interest (RFEOI) for the procurement of five new vessels (four 81-metre Island Class ferries, and one 107-metre Salish Class vessel.)
- According to the news release, two of the vessels are expected to arrive in 2020, and the rest in 2021.
- Following the RFEOI BC Ferries will issue a Request for Pre-Qualifications, then an RFP. It anticipates awarding a contract by the end of 2018.

### Message:

- We know BC Ferries is in need of more ships in order to improve the reliability of the service for British Columbians.
- We also know that building ships in British Columbia would bring great benefits to the local economy, and create good-paying jobs for people in our province.
- But because of the decisions of the previous government, it may not be possible because the capacity for shipbuilding is not what it once was.
- We're looking at what policy choices we might be able to make to revitalize the industry.

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## **City of Vancouver Expropriation of Balmoral and Regent Hotels**

### Background:

- On July 25, the City of Vancouver filed an expropriation notice for the Balmoral and Regent Hotels in the Downtown Eastside of Vancouver. They will be releasing an Information Bulletin on Monday, July 30 to inform media.
- The Balmoral was closed in June 2017, and the Regent was closed in June 2018, resulting in over 300 tenants being relocated into safer housing. Both properties were closed due to the owners' unwillingness to maintain basic health and safety standards, leading to hundreds of bylaw violations and years of attempted enforcement efforts by the City.
- Filing the notice of expropriation is the first step in transferring these properties to public ownership under the City of Vancouver. The City will use the properties to create more housing.
- The City made an offer to purchase the two properties before filing notice, but the offer was not accepted.

### Message:

- The way people were treated at the Balmoral and Regent Hotels is a serious issue for our government - no one should have to live in a situation like that.
- That's why we committed to an additional 2,500 supportive modular homes in Budget 2018, as part of our \$7 billion historic investments in affordable housing.
- This means that people who desperately need homes will be able to live in a warm, supportive environment so they can focus on other areas of their lives.

*Does the government have any say over the future use of either property? Do you have housing allocated there already?*

- We support the City of Vancouver in their work to provide housing to people who need it, including by investing \$66 million in funding for 600 units of modular housing.
- The future use of both sites will be up to its owners and local zoning bylaws.

## Speculation Tax

### Background:

- The Canadian Home Builders' Association wrote an op ed warning that the speculation tax could have unwanted economic consequences by scaring off Albertans and others.
- The vast majority of the tax paid will be by foreign or out-of-province owners (\$140 million of \$200 million), and 99% of British Columbians will not be subject to the tax.
- Weaver attended an anti-speculation tax event hosted by Oak Bay real estate companies and has written about his opposition to the speculation tax. Legislation is anticipated in the fall and media may ask if it is a confidence vote.

### Message:

- We want to ensure British Columbians can afford to live and work in their own province.

s.13

- More than 99% of British Columbians will not be subject to the speculation tax.
- But British Columbians who are sitting on 2, 3, 4 empty homes in the communities hit hardest by the housing crisis will pay - or can choose to rent out their vacant homes.

s.13

*The Canadian Home Builders' Association has said the tax will hurt the economy...*

- We want to ensure that we are building homes for people here in BC.
- We want to ensure that people in BC can find a place to live, and that speculators aren't driving up prices.

## **Pipeline Protests**

### Background:

- A group of protesters known as the Tiny House Warriors have set up a protest camp at Blue River near the site of a proposed Trans Mountain Pipeline work camp. RCMP are monitoring but there are no public safety or traffic impacts to date.
- Burnaby has issued an eviction notice to protesters at Camp Cloud near the Kinder Morgan Burnaby terminal due to public safety concerns. The city has announced it will go to the courts to enforce the order.
- On July 14th, RCMP enforced an eviction notice from BC Parks to protesters occupying the North Thompson River Provincial Park and made one arrest for mischief.
- No private buyer was found by the July 22nd deadline so the Federal Government is in the process of buying the pipeline but the deal must be ratified by Kinder Morgan shareholders and is subject to a national security review in the US because it includes a spur pipeline into Washington state.

### Message:

- I know that lots of people are very passionate about this issue.
- We respect their right to express themselves peacefully and within the law.
- Police operate at arms length and independently of government. Government does not interfere with police operational decisions. Their role is to ensure public safety, maintain the peace and uphold the law.
- Our government has been consistent in respecting the rule of law while defending BC's interests in the face of the risks of a bitumen spill to our environment and our economy.

## **PavCo Residential Building Approved**

### Background:

- On Tuesday, July 24, Vancouver council approved the rezoning of Area 10C with two options:
  - 1) Approved 400,000sqft at up to 300ft in height with no conditions or restrictions.
  - 2) Approved 400,000sqft at up to 400ft with condition that all residential units are designated as secured market rental housing.
- This would allow for provincial Crown corporation PavCo to build a 40-storey (400 foot tall) or 300 foot tall residential tower on Pacific Boulevard, between Rogers Arena and B.C. Place Stadium.
- PavCo's original proposal to the City of Vancouver for Area 10C was for a 300ft building. Feedback from City staff, as described in the City's North East False Creek Plan, indicated that the public was interested in retaining views of the stadium.
- Subsequently, a taller building – up to 400ft – with a smaller floorplate was brought forward as a second option.
- The proposal has been criticised for impeding viewing corridors of the North Shore mountains - including a "Save our Skyline YVR" social media campaign.

### Message:

- I'm aware of people's concerns about view corridors.
- I understand PavCo will continue to engage with the City on this, and will review the outcome before making any decisions.
- I look forward to hearing PavCo's recommendation.

**Community Scan  
Vancouver  
July 29, 2018**

**Community Overview**

- The Sun Wah Centre was built in 1987
- Centre currently houses Hon's Wun-Tun House, Scotiabank and the Chinese Community Policing Centre on the ground floor, with retailers and non-profits on the second floor

**Mayor**

- Gregor Robertson

**MLAs**

- Vancouver Fairview: Hon. George Heyman
- Vancouver-False Creek: MLA Sam Sullivan
- Vancouver-Fraserview: Hon. George Chow
- Vancouver-Hastings: Hon. Shane Simpson
- Vancouver-Kensington: MLA Mable Elmore
- Vancouver-Kingsway: Hon. Adrian Dix
- Vancouver-Langara: MLA Michael Lee
- Vancouver-Mount Pleasant: Hon. Melanie Mark
- Vancouver-Point Grey: Hon. David Eby
- Vancouver-Quilchena: MLA Andrew Wilkinson
- Vancouver-West End: MLA Spencer Chandra Herbert

**Recent Announcements**

**July 18/18 Province announces funding for additional spaces for early childhood educators online through UBC (AEST, CFD):** With a \$350,000 investment over three years, the B.C. government is helping UBC add a new part-time early childhood education (ECE) certificate program online for 72 students. The first group of 36 students will begin in September 2018 and the second will begin in January 2019.

**July 4/18 New funding keeps North Shore Youth Safe House Open (MAH):**

Approximately 150 youth, between the ages of 13 and 18 years, receive support services, such as family and teen mediation, nutritious meals and laundry facilities. They will also have access to emergency housing throughout the year. Over the next five years, the Province will contribute \$100,000 annually toward operational costs, so that youth can continue accessing vital resources.

**June 29/18 Government of Canada announces funding agreement to give British Columbians the tools they need to find and keep good jobs (AEST, SDPR, GC):**

The governments of Canada and British Columbia have signed agreements that will see Canada provide the province with over \$2.5 billion over six years to invest in their workers. An estimated 84,000 more British Columbians will benefit over the six-year period.

**June 26/18 Celebrating six months of success preventing new HIV infections throughout B.C. (HLTH):** People throughout B.C. are benefiting from expanded coverage for HIV pre-exposure prophylaxis (PrEP) and post-exposure prophylaxis (PEP). Expansion of coverage for PrEP and PEP in B.C. added a new resource to BC-CfE's Treatment as Prevention (TasP) program. When the program reaches 5,000 individuals, the BC-CfE believes the province will achieve greater than 83% reduction of new HIV cases by 2026.

**In the News****Sun Wah Centre now 95% occupied**

Copyright

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(Globe and Mail, June 5)

## **Council limits size of future buildings in Chinatown**

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(Vancouver Courier, July 19)

## **Transformation team puts Chinatown's heritage first**

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(Vancouver Sun, July 12)

## **Two 'atypical' overdoses at Insite accompany spike in cases in the city**

Copyright

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(StarMetro, July 26)

## **Bellegarde re-elected as national chief of Assembly of First Nations**

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. (Vancouver Sun, July 26)

## **Parks board in Vancouver apologizes for colonial rule**

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(Times Colonist, July 26)

## **City's water parks, outdoor pools will be open longer during heat wave**

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. (Vancouver Sun, July 26)

## OOP FOI PREM:EX

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**From:** Holmwood, Jen PREM:EX  
**Sent:** July 19, 2018 2:32 PM  
**To:** Holmwood, Jen PREM:EX  
**Subject:** transcripts

Hello,

As it's sometimes difficult to hear over the phone, I have included a transcripts of Minister Trevena's press conference today, as well as of the Ridesharing Now for BC press conference that directly followed it.

Jen

19-Jul-2018, 11:30

### Trevena - Hara report

*By Trevena conf call on the Hara ride sharing report*

Claire Trevena: Thank you all for joining us today and I'd like to thank those who are joining us on the phone as well. I'd also like to give a warm thanks to Dr Dan Hara for his invaluable work. He's undertaken many hours of consultation with stakeholders so I'd like to extend my gratitude to him for being here today [inaudible] some of your questions, and for giving you the technical briefing. I'd also like to acknowledge that in the room with us is Kristin Vandercoop (sp), who is from the Passenger Transportation Branch, as well as Steve Hayward from CVSE and I believe that Catherine Read is here, who is the chair of the PTB.

To expand on Dr Hara's comments of a few moments ago, I would like to provide you with a status update and begin by backing up a little bit, letting you know about some of the work that's been going on behind the scenes over the last few months. In October, obviously, we committed to the creation of a safe, fair, and accessible ride sharing system which would be open to all players, to get people around. We know that people are frustrated and have been waiting far too long for solution to the lack of transportation options that are available; particularly it's felt here in Metro Vancouver. People want more options for getting around the city efficiently and they want them now.

This was obviously a big task and there was lots of groundwork to do, especially with the taxi industry, to make sure they're ready and able to compete on a level playing field when new players are introduced. We wanted to make sure we are adding, not taking away, from good, local jobs while laying the foundation for a made-in-BC solution to bring in a new form of ride hailing so people can move around, how they want, when they want, safely. Dr. Hara's recommendations from his consultation have informed government on the direction we are heading as we make changes to the system. And his report complements the select standing committee's report and their 32 recommendations which they released earlier this year. So I would like to also thank Dr Weaver as well as the MLAs on the select standing committee for their work over the past year on this topic.

The first steps in our action plan are intended to improve marketplace conditions for innovative transportation companies. These will make it easier for new companies to apply to the PTB to offer services in BC. First, we will be working with the board to boost the number of taxis to make it easier for people to get around. Dr. Hara has suggested a 15% increase, which would translate to

approximately 300 more cabs in the Lower Mainland and 200 more cabs across the rest of the province. So that's 500 more taxis on the road around BC to keep people moving.

Secondly, we're going to be giving the taxi industry the flexibility to discount fares when trips are booked through an app. And, third, we'll be equipping the PTB with better data so they can make smarter decisions to meet the (audio dropout) demands. Better data will allow regulators to make the best evidence-based decisions about the number of vehicles needed and where and when they can operate, including the number of accessible taxis which are required. And one of the last pieces will be working with ICBC to enable insurance models for the industry.

Finally, government is preparing legislation for this fall session which will further lay the groundwork for new transportation companies to enter the market. I know that people are looking for expanded transportation options to be available very soon, and I want to reassure them that a lot of work is happening to get this accomplished but it is important that we get this right. We can learn from the experience of other jurisdictions which have brought in new technologies and ensure that there is safety of both drivers and of passengers in BC. Our approach will ensure that people are safe when they get into a taxi, while opening their door to other operators, other ride hailing services, so people can get around the city, around their communities more efficiently. I would like to thank you all for this. Thanks, Dr Hara and we will be available for some questions.

Reporter: This is all about updating taxi industry, updating that accessibility. Very little about specific details about ride hailing apps. Can you give BCers a date when you expect ride hailing to be available in BC?

Trevena: What we are doing initially here, and this is what's exciting, is making sure that we are making immediate demand by working with the PTB to get more cabs on the road. Then in the fall, we're going to be bringing in legislation which will change the -- I think there are six pieces of legislation that need to be amended, ready to be able to bring in ride hailing. So that is our commitment by this fall session, as promised by the Premier, we'll be bringing in legislation which will allow ride hailing companies to start to apply. We need the insurance in place as well, they need the legislation changes, so once ICBC has done that the doors will open to ride hailing companies to come to BC if they so choose.

Reporter: So can you commit to this timeline? Will the changes be in place by this year?

Trevena: We will be making changes in legislation this fall. We then are relying on ICBC to make changes to the insurance products. We need to have an insurance product that suits the new technologies. A company could apply right now under our existing model but we want to make sure that there is a new product available and that will take ICBC some time to develop that, so we are moving, as committed, to have our legislation in place from the ministry by the end of this year.

Reporter: How concerned are you about the political fallout in key ridings like Surrey?

Trevena: This is an issue about people's safety. It's an issue about people's needs. It's an issue about how we can modernize industry and open new doors for new new operations, new ways of doing this. This is primarily, as I say, about safety and about people's demands. It is not a political issue.

Reporter: I just wanted to ask you about the implications as far as the promise to have this service available, something like Uber or Lyft available by the end of this year. In this timeline, do you actually see companies like Uber and Lyft actually operational before the busy Christmas season?

Trevena: We are going to be introducing legislation that will open the doors for applications. We need to have the insurance product in place as well, that might take a little bit longer, but we are going to make sure that our legislation from the Ministry of Transportation is in place by the end of the year.

Reporter: There are already ride hailing companies in operation, like the Chinese app, a Chinese social media called Wechat, and they exclude -- they told their drivers to exclude non-Chinese Canadian riders. So is the government aware of that situation and is the government going to do anything about this grey area operation? And the second question is a little bit unrelated. What's the update of the redirection of services after Greyhound withdrew their services?

Trevena: On the apps that are not -- where they are legal or not, we do have the PTB that investigates, has done a number of investigations into services that are operating illegally and is issuing fines about these, has a number that are about to come to court. If you want more details, I can ask Kristin to come up. On Greyhound, we are keeping all options open, working very hard to ensure that we can cover the service that Greyhound is leaving the province without, to ensure that people can travel safely using ground transportation around this province.

Reporter: Minister, I had some friends from outside of the country visiting lately and they were very surprised that we didn't have Uber in town. Your government has been very -- your party during the election was very reluctant to go with Uber. Do you think that you are more friendly now than you were during the electoral campaign?

Trevena: This is not about any particular company at all. This is about ensuring that people have access to service. What we are doing today is working with the PTB to try and increase the number of taxis on the road and in the fall introduce legislation which will open the doors for other opportunities for other companies to come in and provide service in BC. It's not about one company, it's about ensuring that people can travel safely, that we have a system in place that meets people's needs.

Reporter: What about this app that's being developed by the Vancouver Taxi Association, Catr? It seems like it's already underway and it doesn't exactly go with what's in the recommendations in the report.

Trevena: What we are doing is working initially to increase supply of the taxi industry and then we are going to be, as I say, we are going to be having legislation which will open the doors to other companies, if they want to come in, but we need to make those legislative changes. We are not working with any one company as a government, nor would we. We are working on the legislative changes that would open the doors to companies that want to come into this province.

Reporter: First of all, I'm wondering if you can give a breakdown on how many of those 500 taxis will be accessible taxis and whether -- I'm going to ask the [inaudible] in the room, what legislation, you mentioned 6 pieces of legislation, need to change, can you briefly talk about what exactly those are?

Trevena: On the number of accessible taxis, we're going to be working for -- with the PTB -- for 15% increase in capacity, which will translate to 500 and that will be pro-rated in, number accessible. I could hand over to Dr Hara who might be able to better explain that on the numbers that it would translate to. And the -- I'm just being passed the exact piece of legislation because there are six. One is the Vancouver charter, Passenger Transportation Act, Commercial Transport Act, Motor Vehicle Act, Insurance Act, and Local Government Act. Six pieces of legislation that will need to be changed.

Reporter: Can you just explain again, why does there need to be this made-in-BC solution for something that operates in every other major city?

Trevena: BC's situation is unique because of the way that we have our regulations but my prime concern is safety. It's safety on our roads, it's safety for passengers, it's safety for drivers. This is giving us the opportunity to do things methodically. We've been very grateful to have Dr Hara do this consultation up to this point. It's been a lot of work to get to this point and there's more work to do. We need to make sure that things are in place, that we can bring in a new system that works for BC with our very many layers of both governance and government, and make sure that we have a system that works for the people of BC.

Reporter: This 15% that you're increasing the taxi fleet, once that's filled will there still be space for ride sharing companies or does that answer the need?

Trevena: One of things we're going to be doing here, and I think this is very important, is getting data. Part of our [inaudible] is getting data: So the first step is to get more cars on the road, get response, see how it does meet need. But we are also committed to changing the legislation, to update, which will create more opportunity for other companies to apply. Companies could apply right now if they chose to. They have chosen not to as they see our present system is too onerous. So this is our change to re-invigorate our system. But we are going to make sure it's evidence based. When we are looking at increasing the numbers it will be evidence-based. We'll have that data and that really is very important and that has been lacking up to this point in BC.

Reporter: Minister, everywhere else in modern life, a sector that's not getting the job done, someone comes along with a new technology and takes over. Why is that so difficult with the passenger transportation business? You've been on this file for a year now. Why is BC so far behind the times?

Trevena: I wouldn't say that we're far behind the times at all. I'd say that we're doing things in a very methodical way to ensure that we have safety for the people of BC, for those who are looking for a ride as well as those who are offering a ride. We need to make sure that we are providing the best possible options and I think this approach will do that. We are making sure that we are providing both extra service immediately, that we are going to be gathering that data and then we can be bringing in legislation that will ensure that we can open the doors to new forms of ride hailing.

Reporter: You mentioned a minute ago BC's situation is unique. What exactly is unique about BC? Is it that Vancouver's the only major city without ride hailing?

Trevena: One of the unique areas about BC is different levels of government have different involvement on jurisdiction when it comes to taxi and when it comes to that. We also have to ensure [inaudible] safety levels. We have an independent PTB which is an independent tribunal that has a strong involvement with this. These are some of the areas that we have to be very mindful of when we are looking forward. But, as I say, my main concern is if we're introducing new technologies that we are introducing them in a way that meets people's needs but also meets the safety for everyone in BC, the drivers and those who are using the service.

Reporter: Minister, the NDP already did not keep its promise about bringing this into place last year. You talk about the legislation in the fall. Can you guarantee that new companies like Uber and Lyft will be on the road by this year?

Trevena: What I can say -- we are bringing in legislation in the fall that will prepare the way for [inaudible]. We still need an insurance product because companies so far have not chosen to apply to BC although they would be quite able to choose to apply to BC under the current model, so ICBC will be preparing a new insurance model. That has to go through BCUC so what we are doing is preparing that groundwork so that they are in a position to apply once we get the insurance model in place.

Reporter: So you're not prepared to make that guarantee of the timeline yet?

Trevena: What we're doing is we're getting everything in place. We then need to look to ICBC to prepare the insurance package that will suit the new form of ride sharing, ride hailing, and when ICBC has that product people will be able to apply knowing that there is a new product. [sss, zpz, tran, mjag]

19-Jul-2018, 12:08

## **Tostenson/Huberman/Davidson/Gronfeldt - ride sharing**

*By Huberman/Davidson/Gronfeldt following Trevena ride sharing event*

Ian Tostenson: And that they would tell you otherwise, that we are probably... This is a very first positive step in the marketplace heading for ride sharing in BC... So we are very, very, happy of what we heard from the minister today. I think the government's taking a cautious approach to what they're doing, which is fine.

But we said earlier, a couple of weeks ago, this is not about ride sharing like Lyft and Uber at the expense of taxi use. This is about the whole economy. We'd like to see the taxi industry flourish. It looks like the government's going to give the taxi industry a little bit of a lift, not in ride sharing, but a little bit of help to get some more taxis on the road to get better service (inaudible) technology.

All that stuff is great. It gets us to the end point that the minister said today that, in the fall, they're looking at doing legislation that would enable and allow other companies to apply, which means Lyft and Uber, according to what we heard today, could apply for service in BC.

So we're seeing this as really positive, and maybe not as fast as we all would like to see the (inaudible), but the good thing is the government seems to be good to their promise and will bring ride sharing to BC and (inaudible) BC on the technology side will be one of the leading places in the world to be.

So I won't take any more questions, but I have some coalition members with me here today and I'd like to introduce you to Anita Huberman first, from the Surrey Board of Trade for her remarks.

Anita Huberman: In Surrey, we're going to be the largest city in BC very soon and we were very pleased about the minister's announcement this morning. Four years ago, we wrote a policy position paper to the provincial government asking for ride hailing services, a level competitive playing field within our province, and transportation options. I think everyone knows that Surrey has a (inaudible) transportation investments and so we are looking at ways to really have innovative transportation options. And so all I can say about this morning's announcement is finally, and we are really looking forward to having ride hailing in place, I'd hope, this year. Thank you very much.

Tostenson: Anita, thank you very much. Also, the newest member to Ride Sharing Now is Kim Davidson with the BC Epileptic Society. Kim, thank you for coming this morning.

Kim Davidson: I too am feeling quite positive about the release today. BC Epilepsy Society supports people living with an invisible disability who cannot get driver's licenses and fully depend on taxis and public transportation. We have over 15,000 people living in the Lower Mainland who have limited options, in terms of transportation and how the (inaudible) on their quality of life. Our community

needs ride sharing and the BC Epilepsy Society looks forward to working with decision makers and bringing ride sharing to the province.

Tostenson: Andrea Gronfeldt with the Canadian Institute for the Blind.

Andrea Gronfeldt: Similar to everyone here, CNIB is very pleased to hear the announcement today. For us, working with individuals who are blind and partially sighted, transportation can be a barrier to maintain independence in lives. So an increased number of taxis on the road makes that more possible for people to maintain their independence. So, like our colleagues here, we are very pleased of the announcement, and look forward to continuing working with the government.

Tostenson: Any questions?

Reporter: The group's called Ride Sharing Now for BC. But they talked about Fall, legislation being introduced this Fall. But even the government's own literature says probably like Fall 2019 once it goes through the process. So (inaudible) another year and a half, potentially, for services like this. That's not now.

Tostenson: So I think what we're going to try to do here is... And I just told the minister that Ride Sharing Now as a group wants to work with government to see if we could do that... I mean, that's what they're saying. But I believe, if we create the right momentum, that the taxi industry is going to see that this is not going to be negative for them to maybe feel comfortable. I believe (inaudible) that will be an (inaudible).

Reporter: You said that you're pleased, and you say the government's being cautious. Do you think this over cautious? It's taken so long already at this point.

Tostenson: For sure. My opinion is over caution is a fault, for sure, right? I mean, the taxi industry... It's been a real political issue, and I think government's acknowledging that... So, like I said earlier, no one wants to see (inaudible) the taxi industry... In fact, every city that we see ride sharing, the taxi industry, like in Toronto, the taxi industry is flourishing. Its sales are higher than it was after they'd brought in ride sharing. So I haven't found a market yet where the taxi industry gets creamed. It's going to be fine. I think we like the fact they're going to give some support for the taxi industry. I just hope the (inaudible) takes the opportunity and does this, because everybody's had a long time to do this. I think the faster they can move to prepare for the real world, or the next world, the better off and the faster this thing will happen.

Reporter: We saw a report from Mike Smyth of the Province this morning that in fact there was this Kater (inaudible). They're asking for a six-month pilot to the exclusion of this. I assume there was an insurance issue brought up by the minister next door this might fall under the same insurance plan that taxis already use, maybe, so they would have had those kinds of issues. In other words, they could get on the road faster, offering a single ride share app without any kind of new entrance to the market. I'm just curious, you know, what an idea like that... How that looks from your perspective?

Tostenson: I think if Kater wants to do a deal with the taxis, good for them. But the condition would be is that you have to let other competitors in. You can't do this at the exclusion of. So if Kater comes in and the taxi thinks that's a great position for them... But you're going to have to allow Lyft and Uber at the same time. The minister said that. She did say, and it's in the report, that they're not interested in picking winners and losers here with (inaudible) market, and that's the right approach in our opinion.

Reporter: Currently, what kind of influence do you want to give to government in their process of drawing up the legislation to ensure public safety, background check for drivers (inaudible)?



Tostenson: The Greater Vancouver Board of Trade has actually given the provincial government a roadmap on how to do this and they just updated it, I think, recently. And so I think that a lot of this is misinformation. We want to make sure from Ride Sharing Now that the government understands the high standards that Lyft and Uber have worldwide, and bring some of those learnings. I mean, these guys are in 70 countries and 700 different cities. I think (inaudible). So they've been through this. They have the proven technology, so I think we can benefit from that. So (inaudible) say to the minister this morning is we look forward to meeting and working with her to bring that wide perspective to it. And it's not that complicated, but, again, I think the government's just being a bit cautious here, but that's alright.

Reporter: (Inaudible) other ride sharing platforms. For example, Caboo, which is a great operation now. But they have some (inaudible), excluding non-Chinese Canadian drivers. Are they part of Ride Sharing Now and what's your attitude towards, or what's your opinion, towards such kind of service conditions?

Tostenson: We should shut them down, as simple as that. There's no safety standards. We don't even know what they're doing. And apart from the fact that they exclude certain people to ride, it's stupid. I mean, shut them down. It's hard to shut down a technology company, but that would be like saying Uber and Lyft are just going to come in the marketplace and disregard the laws and get on with what they want to do. So, in fairness to government, I think they're trying to do that, but we don't know about safety, we don't know anything about it. And I think the Passenger Transportation Board have (inaudible) information (inaudible).

Reporter: From my experiences (inaudible), the government is giving more (inaudible) Vancouver taxis only because they are scolding them. So basically they are picking on Lyft and Uber (inaudible).

Tostenson: Say that again?

Reporter: (Inaudible) more monopoly to only city taxis, instead of another company (inaudible)?

Tostenson: I think we might see it as, if this is what they have to do to help industry get to, the taxi industry, get to this level of comfort in competitiveness, that's fine. I mean, what Ride Sharing Now wants is an open market, competitive market, to bring excellence to the marketplace, and you bring Uber and Lyft and legitimate companies in and the taxi industry. What we're going to serve here are constituents, people that need a flexibility in transportation. We're going to get better service. We're not going to be waiting for an hour to get a taxi cab to the North Shore and all those different things that happen. I think the world of opportunity is incredible.

In our sector, in the restaurant industry, it's going to help solve some of the labour shortages that we have because people could be more mobile that live further out. This an affordability issue, because it is proven that ride sharing is less expensive than taxis. I have a girl working in my office, actually, and she's been here. She's from Adelaide. She says even Adelaide, which is not the cornerstone of technology in the world, it has ride sharing. And the taxi industry fought that in Australia like crazy. But she says, you know what, everybody co-existed and life carried on, and everyone's fine. So I think that just slows it down a bit as they prepare the taxi industry and add more into it, but that's alright. I think we're going to get there. I think we're going to get there, and we're going to try to get there sooner than later. But this is pretty positive.

Reporter: If everyone does seem to coexist (inaudible), understand why you are looking at still going through another summer for this industry without these services, probably another Christmas, and likely another summer next year with the cruise industry where there's been no ride sharing... This coexists in so many other countries and cities and here we are talking about another year and a half?



Tostenson: You should join the coalition. You're awesome. I think that we share the same goal. I mean, we don't want to see 2019. That's not what we would like to see. But I think the government can see us as a resource and we can work hard as a consolidator working with the taxi industry, and say, look, the friction isn't there like they maybe think it is. Maybe we can move faster as we're hoping to see. Once they understand some of the needs of what we heard today of people with visual disabilities, or people who have epilepsy, that need the service.... The taxi industry can't handle that kind of stuff... And so once we start to develop those stories with the government, I think they're going to have more ammunition for the public to say let's move faster sooner than later.

I think the key is getting this legislation done in the fall (inaudible) is to get that done. And once that's done... I understand ICBC (inaudible) further along on this insurance product the minister talked about. I don't think it's something they're going to start doing tomorrow. I think they've already got that product in mind. And that product is really... The taxi driver now pays an inordinate amount of insurance.... I feel sorry for them. What they're looking for is a part-time insurance, so you only pay commercial insurance when you're actually doing the commercial activity, ie, driving someone. [sss, tran]

## OOP FOI PREM:EX

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**From:** Papadopoulos, James TRAN:EX  
**Sent:** November 19, 2018 10:29 AM  
**To:** LP Senior Ministerial Assistants; LP Ministerial Assistants  
**Cc:** Aaron, Sage PREM:EX; Holmwood, Jen PREM:EX  
**Subject:** Ridehailing\_KM\_QA\_Legislation Fall Session Nov 18 AM  
**Attachments:** Ridehailing\_KM\_QA\_Legislation Fall Session Nov 18 AM.docx

Hi folks,

Further to Sage's note on this morning's call please find attached the KMs and Q&A for ridehailing legislation introduction today. Please call me, Will or Melanie if you have any questions.

Thanks,  
James

## **Key Messages and Q&A**

### **PROVINCE INTRODUCES LEGISLATIVE AND REGULATORY CHANGES TO BRING IN RIDE HAILING**

Updated: November 15, 2018

#### **KEY MESSAGES**

- For years, people have been asking for **new, convenient and safe options to get around**. Today's legislation opens the door for ride-hailing **companies to enter the market** and **offer new services** to people.
- We're **getting ride-hailing right** for B.C. with **modern, safe services** people want.
- Our government is bringing in **ride-hailing that works for everyone** with a new, **demand-driven approach** based on data.
- **We moved quickly** – getting more done in one year than the previous government did in five.
- **Ride-hailing is coming** to B.C. and with today's legislation, we are on track to have companies apply to the Passenger Transportation Board next fall.

## QUESTIONS AND ANSWERS – LEGISLATION GENERAL

### **Q. What changes are you making – and to what pieces – of legislation?**

- For years, people have been asking for new, convenient and safe options to get around.
- Today's milestone legislation gets ride-hailing right for B.C. with modern, safe services people want by opening the door for ride-hailing companies to enter the market next fall.
- Today's *Passenger Transportation Amendment Act* amends eight statutes and focuses on:
  - Keeping people safe.
  - Enabling ICBC to develop a modern insurance product for ride-hailing.
  - Making sure people aren't left stranded by eliminating trip pick-up and drop-off refusals from one municipality to another.
  - Maintaining the requirement for taxi and future ride-hailing drivers to have a Class 4 licence and new, mandatory criminal record checks.
  - Enabling a new, data-driven approach to improve taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times, by strengthening the Passenger Transportation Board's authority to determine fares, vehicle supply and operating areas.
  - Making sure there are enough accessible vehicles on the road with a new 'per-trip' fee to fund accessibility for both taxis and ride-hail vehicles.

- Tougher enforcement of the rules and stiffer penalties for taxi and ride-hailing companies for working outside the law.

**Q. Can you speak more broadly to what legislative changes are being made?**

This legislation focuses on:

- Keeping people safe.
- Enabling ICBC to develop a modern insurance product for ride-hailing.
- Making sure people aren't left stranded by eliminating trip pick-up and drop-off refusals from one municipality to another.
- Maintaining the requirement for taxi and future ride-hailing drivers to have a Class 4 licence and new, mandatory criminal record checks.
- Enabling a new, data-driven approach to improve taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times, by strengthening the Passenger Transportation Board's authority to determine fares, vehicle supply and operating areas.
- Making sure there are enough accessible vehicles on the road with a new 'per-trip' fee to fund accessibility for both taxis and ride-hail vehicles.
- Tougher enforcement of the rules and stiffer penalties for taxi and ride-hailing companies for working outside the law.

**Q. I heard only *some* pieces of legislation are being introduced this fall. Why not all of them?**

- We're getting ride-hailing right for B.C. with modern, safe services people want and on track to have companies apply to enter the market next fall.
- There is a lot of legislation to be amended and debated– it's a lengthy and complex process. All of the legislation is being introduced this session however some of the regulatory changes will follow immediately afterward.

**Q. Does this mean ride hailing won't be in place by fall 2019?**

- Ride-hailing companies will be able to apply to operate in B.C. next fall.

**Q. WHEN next fall? September? October? Will we see cars on the road by the holiday season?**

- Ride-hailing companies will be able to apply to operate in B.C. next fall.

**Q. Why is it taking so long to bring ridesharing to B.C.?**

- It's my job as Minister of Transportation to make sure good public policy is in place that ensures safety and works for people, and we have taken the time to get this right.
- Legislation introduced today will allow ICBC to develop a new, modern product that will be available next fall.

- We are getting ride-hailing right with safe, modern options people want. Today's legislation is a huge milestone to open the door for ride-hailing to enter the market.

**Q. Are you introducing legislation so ICBC can develop their insurance product?**

- Yes. Legislation introduced today will allow ICBC to develop a new, modern product that will be available next fall.

**Q. You say you need to change regs too. How long will this take?**

- As soon as this legislation is debated in the house and receives Royal Assent, the next step is to define the regulations in the coming months.

**Q. What will this mean for municipalities like Metro Vancouver?**

- We heard from people who had challenges getting a safe ride between different areas of Metro Vancouver.
- This legislation will address the overlap of jurisdiction local governments and the Passenger Transportation Board.
- We are proposing changes to local government legislation that will remove the authority of a municipality to refuse to allow the delivery of transportation services within their jurisdiction despite the Board's approval.
- The Board will have authority to determine the rates charged to passengers, as well as the supply and operating area of vehicles.

- This will enable people to be able to get a ride from Vancouver out to the suburbs and vice versa.

**Q. There is no mention of driver licensing requirements in this Bill. Will you be retaining the Class 4 driver's licence?**

- This Bill focuses on keeping people safe.
- The regulation, as it stands, will not change. Taxis and passenger directed vehicles will require a Class 4.
- Driver's licences are determined via regulation in the provincial Motor Vehicle Act, and therefore this change is not included in the Bill.
- However, while the class of driver licence required is set out in the Motor Vehicle Act Regulations, our approach places a priority on safety.
- We are not the only province that requires taxi drivers to hold a commercial class of driver's licence - Alberta has this same requirement and it is one that ride-hailing companies comply with now as their drivers operate in the major urban centres of Calgary and Edmonton.

**Q. Will the province set limits on the number of ride-hail cars on the road?**

- Provincial and municipal regulation of vehicle supply and operating areas will be eliminated. This will be the responsibility of the Passenger Transportation Board, streamlining the process for industry to adapt to changing market conditions.
- The Passenger Transportation Board—an independent tribunal—will continue its role in receiving applications and setting out terms and



conditions of licences, including those from companies seeking to provide transportation network services.

- We want to get this right – and need to strike the balance of being responsive to market demand, while not making congestion worse.
- Many cities regulate ride hailing demand, like New York for example.

**Q. How will the level of supply, and how it's determined, be different from the current model?**

- Provincial and municipal regulation of vehicle supply and operating areas will be eliminated.
- This will be the sole responsibility of the Passenger Transportation Board, streamlining the process for industry to adapt to changing market conditions.
- This approval process will be based on data and will be demand-driven, intended to meet the needs of customers.
- Companies will be able to show evidence of a current need for service in an area, which will be reviewed for approval by the PTB.
- We want to get this right – and need to strike the balance of being responsive to market demand, while not making congestion worse.

**Q. Why are you charging new operators a 'per-trip' fee, yet existing licensees are only required to pay an annual vehicle fee?**

- The legislation includes provisions that will enable the Board authority to establish fees, including a 'pre-trip' charge.

- If the legislation passes, we'll be looking into creating a new licence fee regime that could include, for example, a small 'per-trip' charge against **new entrants** to the industry for trips taken in non-accessible vehicles.
- Revenue generated through this per-trip charge could, for example, support accessible vehicles, which are expensive to modify and to maintain in working order.

**Q. How are you making this industry safe?**

- As Minister, it's my first priority to make sure people getting into a regulated vehicle are safe. We're doing this by:
  - Requiring drivers have a Class 4 licence
  - Requiring drivers undergo a criminal record check
- It is also important to note that drivers holding a commercial class of driver's licence are subject to medical examinations.
- When people use ride hailing services they need to know the driver has a clean record and their ride is safe.

**Q. Are you going to require ride hail drivers to have a Class 4 license?**

- Yes – the same license as taxi drivers. As Minister, it's my first priority to make sure people getting into a regulated vehicle are safe. People who are being paid to drive passengers need to be properly licensed.
- Using a Class 4 license is a best practice safety requirement across Canada.

**Q. Are you giving an unfair advantage to any companies?**

- We're getting ride-hailing right for B.C. with modern, safe services people want.
- My mandate as Minister was to modernize the taxi industry and bring in made-in-BC ride-hailing and I am delivering on that commitment.
- The first part of our plan for ride-hailing, announced in July, will offer significant relief to people this year. In the next few months there will be 500 more cabs on the road to give more people rides.
- Meantime, today's legislation opens the market for new, modern ride-hailing in B.C.

**Q. How much is Dr. Hara's contract to date?**

- The total cost of the contract is valued at \$165,000. Dr. Hara's contract was extended until December 31, 2018 by up to \$26,000.

**REACTION – Stakeholders, Greens**

**Q. What will Uber and Lyft say to this legislation?**

- We are getting ride-hailing right for B.C. with safe, modern options people want. Today's legislation is a huge milestone to open the door for ride-hailing to enter the market.
- Earlier this fall, I held a roundtable to get candid feedback on what will work for the industry as we move forward with ride hail.

- Uber and Lyft were both there, along with a number of Canadian companies.
- Canadian expert, Dr. Hara has consulted with local and international ride-hailing companies since we announced next steps in October of 2017.

**Q. What if Uber and Lyft say these changes are too onerous?**

- We are getting ride-hailing right with safe, modern options people want. Today's legislation is a huge milestone to open the door for ride-hailing to enter the market.
- It's my job as Minister of Transportation to make sure good public policy is in place that ensures safety and works for people, and we have taken the time to get this right.
- Many cities around the world who have let Uber enter the market unregulated have scaled these services back in the interest for public safety and congestion, like New York and London.
- We believe we're putting forward legislation that allows for new ride hailing services to enter the market– but it's up to them if they apply to operate in B.C.

**Q. I thought a Class 4 licence was a deal-breaker for Uber. What will Uber say to this and will they still enter the B.C. market?**

- We believe we're putting forward legislation that allows for new ride hailing services to enter the market– but it's up to them if they apply to operate in B.C.
- As Minister, it's my first priority to make sure people getting into a regulated vehicle are safe. People who are being paid to drive passengers need to be properly licensed.

- Taxis need to have a Class 4. Ride hail drivers should be required to have a Class 4 - this is a best practice safety requirement across Canada.

**Q. Does the Green Party support this bill?**

- I've been working closely with the Green Party through CASA during policy and legislative development and I'm hopeful the members will support our approach that makes peoples' safety a top priority while modernizing our transportation network.

**TAXI SERVICE**

**Q. Are you just trying to protect the taxi industry?**

- We are modernizing the industry so ride hailing can operate – something the opposition failed to get done in five years.

**Q. Legislative changes for rideshare are all well and good, but what does this do for better taxi service?**

- In July, we adopted many of Dr. Hara's recommendations to modernize the taxi industry – including immediately bringing 500 more cabs to the streets to offer people more rides. The Passenger Transportation Board is working non-stop to get these cabs on the road by the holidays.

- It is in the taxi company's best interest to take advantage of these opportunities to show they can provide better taxi service.

**Q. Everyone has a nightmare story about using a taxi – will this legislation put an end to these horror stories?**

- We heard from people who had challenges getting a safe ride between different areas of Metro Vancouver.
- New legislation will enable people to be able to get a ride from Vancouver out to the suburbs and vice versa.
- We are getting ride-hailing right with safe, modern options people want. Today's legislation is a huge milestone to open the door for ride-hailing to enter the market.

**Q. Some say the taxi industry has failed to adapt to the times, and shouldn't be rewarded for poor service. Why is your government protecting an industry that isn't working?**

- We're not protecting the taxi industry. We want to take the politics out of ride-hailing and make sure we get it right.
- We're proposing a new, data-driven approach that will help the Board in its decision making, improving taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times.

**Q. Consumers say they haven't seen any new cabs on the road in Metro Vancouver. I thought you promised an increase in cabs to provide relief.**

- My mandate as Minister was to modernize the taxi industry and bring in made-in-BC ride-hailing and I am delivering on that commitment.
- The first part of our plan for ride-hailing, announced in July, will offer significant relief to people this year. In the next few months there will be 500 more cabs on the road to give more people rides.
- Meantime, today's legislation opens the market for new, modern ride-hailing in B.C.

## INDUSTRY POLITICS

**Q. Is this just lip service to an election promise that you know you won't / can't deliver on?**

- Our government is bringing in ride-hailing that works for everyone.
- We've learned from other jurisdictions – Jurisdictions such as New York, Honolulu, Toronto, San Francisco and others have issues with congestion, safety and environmental challenges resulting from a sudden surge in the number of ride-hailing vehicles on their roads.
- We moved quickly – getting more done in one year than the previous government did in five.
- Ride-hailing is coming to B.C. and with today's legislation, we are on track to have companies apply to the Passenger Transportation Board next year.

**Q. How is the NDP government affiliated with the ride-for-hire app called Kater?**

- It's not. Our government is not associated or affiliated with Kater or the developers in any way.

## **CONGESTION**

### **Q. Won't removing boundary / operating areas for taxis in Metro Vancouver just lead to more congestion?**

- We want to get this right – and need to strike the balance of being responsive to market demand, while not making congestion worse.
- We've learned from other jurisdictions – Jurisdictions such as New York, Honolulu, Toronto, San Francisco and others have issues with congestion, safety and environmental challenges resulting from a sudden surge in the number of ride-hailing vehicles on their roads.
- That's why we're enabling the Board to control supply, boundaries and rates.

## **ENFORCEMENT**

### **Q. Can you provide any details around enforcement?**

- There are four enforcement staff at the Passenger Transportation Branch – but PTB enforcement is also augmented by the Commercial Vehicle Safety and Enforcement team, who have over 1500 enforcement staff around the province.



## **INSURANCE/ICBC**

### **Q. Isn't there already a product which is ready at ICBC which rideshare companies can use?**

- No. There is not a product at ICBC that will work for ridehailing companies.
- The legislation today enables ICBC to create such a product.

### **Q. What will the product look like?**

- Those decisions have not been made, and the development can't start until the legislation is passed.
- We know it will be a more flexible product than what is currently offered, to allow for new services to enter the market.

### **Q. The legislation directs the BCUC – hasn't your government highlighted the independence of the BCUC in the past?**

- The legislation provides government with the option to direct BCUC on the insurance product.
- This does not mean that this will happen, it is just an extra tool in legislation.
- We've heard from many British Columbians that they would like to see new services enter the market.
- This provides government with the ability to move the insurance product along according to our timelines, if needed.

## COMMITTEE

**Q. What is the purpose of the committee – does this mean they will be deciding on some of the pieces not specifically in legislation?**

- We are committed to getting this right for British Columbians.
- The committee will help ensure the regulations are created precisely to keep people safe while allowing for new, convenient transportation services to enter the market.

## Shortt, Amanda PREM:EX

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**From:** Beale, William TRAN:EX  
**Sent:** May 2, 2018 3:01 PM  
**To:** Clark, Layne PREM:EX  
**Subject:** FW:  
**Attachments:** Ridehailing Announcement Event Pitch.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**ITEM:** 'Made in BC' Ridehailing

**SUMMARY:**

Type:	Announcement
Background:	<ul style="list-style-type: none"><li>• The minister’s accountability letter directs her to work with the Minister of Public Safety and Solicitor General to “create a fair approach to ridesharing”.</li><li>• The Ministry of Transportation and Infrastructure engaged Dr. Dan Hara of Hara and Associates to engage with industry, regulators and user groups to make recommendations on how to improve the existing regulatory framework.</li><li>• The Select Standing Committee on Crown Corporations released its unanimous report in February 2018, which includes 32 recommendations related to ride hailing and the operation of TNCs in B.C.</li></ul>

s.12,s.13

Page 089 to/à Page 091

Withheld pursuant to/removed as

s.12;s.13

**From:** [Waters, Leah TRAN:EX](#)  
**To:** [VCO Boardrooms, PREM PREM:EX](#)  
**Cc:** [Dixon, Olivia PREM:EX](#); [Leverman, Charly TRAN:EX](#)  
**Subject:** Meeting Room Request, Sept. 25  
**Date:** September 25, 2018 8:21:41 AM  
**Attachments:** [RE Boardroom at VCO \(Sept. 25th\) .msg](#)  
[image001.png](#)

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Hello,

Firstly, apologies for always forgetting to use the proper email to request these boardrooms! I am looking for some meeting/working space for Minister Trevena today. Please see below for information:

Internal Prep meetings (Noon – 2PM): MCT and Will (MA) will be there in person, will also need access to conference dial in for the remainder of attendees

I believe Charly has kindly provided all remaining information for meeting rooms for the 26<sup>th</sup> 😊

Thank you for all of your help!



**Leah Waters**  
Administrative Coordinator to the  
**Honourable Claire Trevena**  
Minister of Transportation and Infrastructure  
Main: 250 387 1978  
Email: [Leah.Waters@gov.bc.ca](mailto:Leah.Waters@gov.bc.ca)

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**From:** [Dixon, Olivia PREM:EX](#)  
**To:** [Waters, Leah TRAN:EX](#)  
**Subject:** RE: Boardroom at VCO (Sept. 25th)  
**Date:** September 24, 2018 4:23:44 PM  
**Attachments:** [image001.png](#)

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Hi Leah,

We are happy to look into a space for the Minister from noon till 2 pm. Could you please elaborate if it's for Meetings, Briefings, a place to work and finally if there are any external guests or staff expected? If so please provide a break down of the meetings. (guests, times, etc)

Please continue to send your requests to the VCO Boardrooms email to ensure it gets responded to in a timely manner.

Warmest Regards,

**Olivia Dixon** | Administrative Assistant  
Vancouver Cabinet Office | Office of the Premier  
**P:** 604-775-1600 | **M:** 604-818-1484  
**E:** [Olivia.Dixon@gov.bc.ca](mailto:Olivia.Dixon@gov.bc.ca)

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**From:** Waters, Leah TRAN:EX  
**Sent:** September 24, 2018 9:29 AM  
**To:** Dixon, Olivia PREM:EX <[Olivia.Dixon@gov.bc.ca](mailto:Olivia.Dixon@gov.bc.ca)>  
**Subject:** RE: Boardroom at VCO (Sept. 25th)

Here are the attendees, plus Will and James (MA for MCT) and the Minister herself.

Kater	Monty Sikka (plus 1)	<a href="mailto:montys@monark.com">montys@monark.com</a>
RypeRides	Otis Perrick	
	w/ Ricky Gorgaya	<a href="mailto:otis@perrick.ca">otis@perrick.ca</a>
Uber	Michael Van Hemmen	<a href="mailto:mvh@uber.com">mvh@uber.com</a>
	w/ Adam Blinick	
Lyft	Michael Gardiner	<a href="mailto:michael@gastowngroup.ca">michael@gastowngroup.ca</a>
	w/ Tim Burr & Rachelle Celebrezze	
Oye Oye	Clayton Balabanov	
	w/ Susan Woodhouse	<a href="mailto:clayton@oye.one">clayton@oye.one</a>



Leah Waters  
Administrative Coordinator to the  
**Honourable Claire Trevena**  
Minister of Transportation and Infrastructure  
Main: 250 387 1978  
Email: [Leah.Waters@gov.bc.ca](mailto:Leah.Waters@gov.bc.ca)

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**From:** Dixon, Olivia PREM:EX  
**Sent:** Monday, September 24, 2018 9:08 AM  
**To:** Waters, Leah TRAN:EX  
**Subject:** RE: Boardroom at VCO (Sept. 25th)

Good morning Leah,

That's wonderful! Would you please provide me with the finalized list of attendees.

Warmest regards,

**Olivia Dixon** | Administrative Assistant  
Vancouver Cabinet Office | Office of the Premier  
**P:** 604-775-1600 | **M:** 604-818-1484  
**E:** [Olivia.Dixon@gov.bc.ca](mailto:Olivia.Dixon@gov.bc.ca)

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**From:** Waters, Leah TRAN:EX  
**Sent:** September 24, 2018 8:22 AM  
**To:** Dixon, Olivia PREM:EX <[Olivia.Dixon@gov.bc.ca](mailto:Olivia.Dixon@gov.bc.ca)>  
**Subject:** RE: Boardroom at VCO (Sept. 25th)

Hi Olivia,

Just wanted to confirm that the current room that's booked at VCO for this meeting will more than accommodate the number of attendee's who have confirmed.

Thank you!



Leah Waters  
Administrative Coordinator to the  
**Honourable Claire Trevena**  
Minister of Transportation and Infrastructure  
Main: 250 387 1978  
Email: [Leah.Waters@gov.bc.ca](mailto:Leah.Waters@gov.bc.ca)

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**From:** Dixon, Olivia PREM:EX  
**Sent:** Thursday, September 20, 2018 10:45 AM  
**To:** Waters, Leah TRAN:EX  
**Subject:** RE: Boardroom at VCO (Sept. 25th)

Hi Leah,

I just wanted to check-in and see if you have anymore information regarding the rideshare meeting for Minister Trevena scheduled for September 25<sup>th</sup>? As I mentioned over the phone, our largest meeting room can hold about 24 people. However, there is a polycom system in the room, so attendees can always dial-in.

Please let me know at your earliest convenience if the size of the group has changed, as well as provide an updated list of attendees.

Thank you!  
Warmest regards,

**Olivia Dixon** | Administrative Assistant



Vancouver Cabinet Office | Office of the Premier

P: 604-775-1600 | M: 604-818-1484

E: [Olivia.Dixon@gov.bc.ca](mailto:Olivia.Dixon@gov.bc.ca)

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**From:** Dixon, Olivia PREM:EX  
**Sent:** September 18, 2018 3:57 PM  
**To:** Waters, Leah TRAN:EX <[Leah.Waters@gov.bc.ca](mailto:Leah.Waters@gov.bc.ca)>  
**Subject:** RE: Boardroom at VCO (Sept. 25th)

Hi Leah,

Just confirming that I have put a hold on our largest boardroom for your rideshare meeting as discussed.

Warmest regards,

**Olivia Dixon** | Administrative Assistant  
Vancouver Cabinet Office | Office of the Premier  
P: 604-775-1600 | M: 604-818-1484  
E: [Olivia.Dixon@gov.bc.ca](mailto:Olivia.Dixon@gov.bc.ca)

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**From:** Waters, Leah TRAN:EX  
**Sent:** September 18, 2018 1:45 PM  
**To:** Dixon, Olivia PREM:EX <[Olivia.Dixon@gov.bc.ca](mailto:Olivia.Dixon@gov.bc.ca)>  
**Subject:** RE: Boardroom at VCO (Sept. 25th)

Hi Olivia,

I've confirmed that we need a room for about 30 people (can confirm closer to the date) from 2-5PM on Sept. 25<sup>th</sup>.

Please let me know if you need any more information.

Thanks!



Leah Waters  
Administrative Coordinator to the  
**Honourable Claire Trevena**  
Minister of Transportation and Infrastructure  
Main: 250 387 1978  
Email: [Leah.Waters@gov.bc.ca](mailto:Leah.Waters@gov.bc.ca)

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**From:** Dixon, Olivia PREM:EX  
**Sent:** Tuesday, September 18, 2018 10:13 AM  
**To:** Waters, Leah TRAN:EX  
**Subject:** RE: Boardroom at VCO (Sept. 25th)

Hi Leah!

Could you give me a rough estimate for the number of people attending? Just want to ensure we have a large enough

space.

Warmest regards,

**Olivia Dixon** | Administrative Assistant  
Vancouver Cabinet Office | Office of the Premier  
**P:** 604-775-1600 | **M:** 604-818-1484  
**E:** [Olivia.Dixon@gov.bc.ca](mailto:Olivia.Dixon@gov.bc.ca)

---

**From:** Waters, Leah TRAN:EX  
**Sent:** September 17, 2018 3:01 PM  
**To:** Dixon, Olivia PREM:EX <[Olivia.Dixon@gov.bc.ca](mailto:Olivia.Dixon@gov.bc.ca)>  
**Subject:** Boardroom at VCO (Sept. 25th)

Hi Olivia,

As per our phone conversation, can you please confirm if we are able to book a boardroom at VCO for a rideshare roundtable?

We are still confirming number of attendees, but I can update you as soon as I know.

**Sept. 25<sup>th</sup> from 3-5PM**

Thank you for your help!



**Leah Waters**  
Administrative Coordinator to the  
**Honourable Claire Trevena**  
Minister of Transportation and Infrastructure  
Main: 250 387 1978  
Email: [Leah.Waters@gov.bc.ca](mailto:Leah.Waters@gov.bc.ca)

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<https://www.lobbyistsregistrar.bc.ca/>.

**From:** McLaren, Chris PREM:EX on behalf of PREM CAL PREM:EX  
**To:** Wong, Tamarra PREM:EX  
**Subject:** Briefing: s.13  
**Attachments:** s.12,s.13 [CABINETCONFIDENTIAL.Draft.80.March25.2018.pdf](#)

---

Re: "s.13" prior to P&A

With:  
Lead: Grant Main, DM  
Minister Trevena  
Deborah Bowman, ADM

PO Support:  
Geoff Meggs  
Don Wright, DM

Materials:

Page 098 to/à Page 170

Withheld pursuant to/removed as

s.12;s.13

## OOP FOI PREM:EX

---

**From:** Aaron, Sage PREM:EX  
**Sent:** July 19, 2018 9:03 AM  
**To:** Hannah, Matt GCPE:EX; Beale, William TRAN:EX; Machell, Aileen GCPE:EX; Holmwood, Jen PREM:EX  
**Subject:** Fwd: Smythe and Kulwant Sahota on REd

Sage  
778-678-0832  
Sent from my mobile device

Begin forwarded message:

**From:** "Joshi, Shruti GCPE:EX" <[Shruti.Joshi@gov.bc.ca](mailto:Shruti.Joshi@gov.bc.ca)>  
**Date:** July 19, 2018 at 9:02:19 AM PDT  
**To:** "Sherlock, Stephanie GCPE:EX" <[Stephanie.Sherlock@gov.bc.ca](mailto:Stephanie.Sherlock@gov.bc.ca)>  
**Cc:** "Aaron, Sage PREM:EX" <[Sage.Aaron@gov.bc.ca](mailto:Sage.Aaron@gov.bc.ca)>, "Oreck, Mira PREM:EX" <[Mira.Oreck@gov.bc.ca](mailto:Mira.Oreck@gov.bc.ca)>  
**Subject:** Smythe and Kulwant Sahota on REd

Mike Smythe and Kulwant Sahota (yellow cab president) on Red. Mr. Thind has asked both Smythe and Sahota whether Moe Sihota is a partner and if any other Minister is involved in the Kater app. Smythe quoting Carolyn Bauer said he wasn't financially involved. Sahota said he will be able to talk more about this issue after the Minister's announcement but did say that as far as he knows the government is not involved in the development of this app.

Shruti Prakash-Joshi  
Media Relations Officer  
Government Communications & Public Engagement  
778-587-4521



Where ideas work



## OOP FOI PREM:EX

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**From:** Joshi, Shruti GCPE:EX  
**Sent:** November 20, 2018 10:42 AM  
**To:** Beale, William TRAN:EX; Robb, Katie GCPE:EX  
**Cc:** Aaron, Sage PREM:EX; Papadopoulos, James TRAN:EX; Sherlock, Stephanie GCPE:EX  
**Subject:** ride sharing segment red fm today

Mr Thind might ask the Minister tomorrow about Kater. In his editorial he also says that as long as Geoff Meggs is in Victoria, the government will continue to protect the taxi industry. But he has been appreciative of the measures brought in to ensure safety. He opened lines and there was mixed reaction from the people. Some said they were upset that there will be more delays and some said it was a good thing. A caller was also concerned about five ton trucks being driven by drivers with a class 5 license. He appealed to the minister to change this to class 4 as well. Mr Thind might also ask the Minister about changes brought in to municipal jurisdictions and borders in the legislation introduced.

Shruti Prakash-Joshi  
Media Relations Officer  
Government Communications & Public Engagement  
778-587-4521

## OOP FOI PREM:EX

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**From:** Aaron, Sage PREM:EX  
**Sent:** July 20, 2018 1:08 PM  
**To:** Joshi, Shruti GCPE:EX; Sherlock, Stephanie GCPE:EX  
**Cc:** Oreck, Mira PREM:EX  
**Subject:** RE: Screenshot 2018-07-20 at 8.55.08 AM

Thank you Shruti

Sage  
778-678-0832

-----Original Message-----

From: Joshi, Shruti GCPE:EX  
Sent: Friday, July 20, 2018 9:00 AM  
To: Sherlock, Stephanie GCPE:EX  
Cc: Oreck, Mira PREM:EX; Aaron, Sage PREM:EX  
Subject: FW: Screenshot 2018-07-20 at 8.55.08 AM

Please see attached screenshot of the facebook post of Sukhi Sandhu, Surrey Wakeup group cautioning the NDP government. not sure what he's talking about but could be rumours circulating of some MLAs/Ministers being involved in Kater.

Shruti Prakash-Joshi  
Media Relations Officer  
Government Communications & Public Engagement  
778-587-4521

## **OOP FOI PREM:EX**

---

**From:** Aaron, Sage PREM:EX  
**Sent:** July 19, 2018 4:35 PM  
**To:** Moran, Roseanne LASS:EX  
**Subject:** Q&A

### **Q. Is this 15% increase slated for Kater to provide them 200 new licenses?**

- Not at all.
- Dr. Hara recommends the 15% increase in fleet to existing taxi companies to address service deficiencies.
- We agree with Dr. Hara that the Board should offer this opportunity with an expiry date; which would require that new taxi licences be put into use within a certain time frame.
- If taxi companies don't take advantage of this opportunity to expand their fleet, room should be made for new applicants.
- Based on the regulatory changes that we are introducing in the fall, we fully expect that there will be interest from local rideshare companies and expect that they will apply to the PTB to operate in BC
- Ultimately, it's up to the PTB which companies will receive the licences.

**Sage Aaron, Communications Director**  
Office of the Premier | Government of BC  
501 Belleville St, Victoria, BC V8V 2L8 | 778-678-0832



## OOP FOI PREM:EX

---

**From:** Aaron, Sage PREM:EX  
**Sent:** July 19, 2018 7:56 AM  
**To:** Beale, William TRAN:EX; Machell, Aileen GCPE:EX  
**Subject:** Fwd: Qs

Sage  
778-678-0832

Sent from my mobile device

Begin forwarded message:

**From:** "Meggs, Geoff PREM:EX" <[Geoff.Meggs@gov.bc.ca](mailto:Geoff.Meggs@gov.bc.ca)>  
**Date:** July 19, 2018 at 7:48:39 AM PDT  
**To:** "Aaron, Sage PREM:EX" <[Sage.Aaron@gov.bc.ca](mailto:Sage.Aaron@gov.bc.ca)>  
**Cc:** "Hannah, Matt GCPE:EX" <[Matt.Hannah@gov.bc.ca](mailto:Matt.Hannah@gov.bc.ca)>  
**Subject:** Re: Qs

The A should begin "not at all" — and clarify these matters will be in the hands of the PTB

Sent from my iPhone

On Jul 19, 2018, at 11:45 AM, Aaron, Sage PREM:EX <[Sage.Aaron@gov.bc.ca](mailto:Sage.Aaron@gov.bc.ca)> wrote:

Sage  
778-678-0832

Sent from my mobile device

Begin forwarded message:

**From:** "Beale, William TRAN:EX" <[William.Beale@gov.bc.ca](mailto:William.Beale@gov.bc.ca)>  
**Date:** July 19, 2018 at 7:30:04 AM PDT  
**To:** "Aaron, Sage PREM:EX" <[Sage.Aaron@gov.bc.ca](mailto:Sage.Aaron@gov.bc.ca)>  
**Subject:** Fwd: Qs

**Q. Is this 15% increase slated for Kater to provide them 200 new licenses?**

- Dr. Hara recommends the 15% increase in fleet to existing taxi companies to address service deficiencies.
- I agree with Dr. Hara that the Board should offer this opportunity with an expiry date; which would require that new taxi licences be put into use within a certain time frame.
- If taxi companies don't take advantage of this opportunity to expand their fleet, room should be made for new applicants.
- Based on the regulatory changes that we are introducing in the fall, we fully expect that there will be interest from local rideshare companies and expect that they will apply to the PTB to operate in BC

## OOP FOI PREM:EX

---

**From:** Aaron, Sage PREM:EX  
**Sent:** November 19, 2018 10:10 AM  
**To:** Howlett, Tim GCPE:EX  
**Subject:** FW: Ridehailing KMs & QAs  
**Attachments:** Ridehailing ICBC intro and QA.docx; Ridehailing\_KM\_QA\_Legislation Fall Session Nov 18 AM.docx

I hope someone has shared these with you already.

## ICBC – Ride-hailing Insurance

Government has heard from ride-hailing companies that current ICBC products do not work for their business model.

The current government wanted to make a more flexible product to allow for ride-hailing companies.

Amendments to the Insurance Vehicle Act and the Insurance Corporation Act, introduced today, will ensure ICBC can develop new and innovative insurance products in time for fall 2019.

This will also support other new emerging vehicle peer to peer services such as car and RV sharing.

Once legislation is in effect, work to develop the product will begin.

Q. Isn't there already a product which is ready at ICBC which rideshare companies can use?

- No. There is not a product at ICBC that will work for ride-hailing companies.
- The legislation today enables ICBC to create such a product.

Q. What will the product look like?

- Those decisions have not been made, and the development can't start until the legislation is passed.
- We know it will be a more flexible product than what is currently offered, to allow for new services to enter the market.

Q. The legislation directs the BCUC – hasn't your government highlighted the independence of the BCUC in the past?

- The legislation provides government with the option to direct BCUC on the insurance product.
- This does not mean that this will happen, it is just an extra tool in legislation.
- We've heard from many British Columbians that they would like to see new services enter the market quickly.
- This provides government with the ability to move the insurance product along according to our timelines, if needed.

## **Key Messages and Q&A**

### **PROVINCE INTRODUCES LEGISLATIVE AND REGULATORY CHANGES TO BRING IN RIDE HAILING**

Updated: November 15, 2018

#### **KEY MESSAGES**

- For years, people have been asking for **new, convenient and safe options to get around**. Today's legislation opens the door for ride-hailing **companies to enter the market** and **offer new services** to people.
- We're **getting ride-hailing right** for B.C. with **modern, safe services** people want.
- Our government is bringing in **ride-hailing that works for everyone** with a new, **demand-driven approach** based on data.
- **We moved quickly** – getting more done in one year than the previous government did in five.
- **Ride-hailing is coming** to B.C. and with today's legislation, we are on track to have companies apply to the Passenger Transportation Board next fall.

## QUESTIONS AND ANSWERS – LEGISLATION GENERAL

### **Q. What changes are you making – and to what pieces – of legislation?**

- For years, people have been asking for new, convenient and safe options to get around.
- Today's milestone legislation gets ride-hailing right for B.C. with modern, safe services people want by opening the door for ride-hailing companies to enter the market next fall.
- Today's *Passenger Transportation Amendment Act* amends eight statutes and focuses on:
  - Keeping people safe.
  - Enabling ICBC to develop a modern insurance product for ride-hailing.
  - Making sure people aren't left stranded by eliminating trip pick-up and drop-off refusals from one municipality to another.
  - Maintaining the requirement for taxi and future ride-hailing drivers to have a Class 4 licence and new, mandatory criminal record checks.
  - Enabling a new, data-driven approach to improve taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times, by strengthening the Passenger Transportation Board's authority to determine fares, vehicle supply and operating areas.
  - Making sure there are enough accessible vehicles on the road with a new 'per-trip' fee to fund accessibility for both taxis and ride-hail vehicles.

- Tougher enforcement of the rules and stiffer penalties for taxi and ride-hailing companies for working outside the law.

**Q. Can you speak more broadly to what legislative changes are being made?**

This legislation focuses on:

- Keeping people safe.
- Enabling ICBC to develop a modern insurance product for ride-hailing.
- Making sure people aren't left stranded by eliminating trip pick-up and drop-off refusals from one municipality to another.
- Maintaining the requirement for taxi and future ride-hailing drivers to have a Class 4 licence and new, mandatory criminal record checks.
- Enabling a new, data-driven approach to improve taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times, by strengthening the Passenger Transportation Board's authority to determine fares, vehicle supply and operating areas.
- Making sure there are enough accessible vehicles on the road with a new 'per-trip' fee to fund accessibility for both taxis and ride-hail vehicles.
- Tougher enforcement of the rules and stiffer penalties for taxi and ride-hailing companies for working outside the law.

**Q. I heard only *some* pieces of legislation are being introduced this fall. Why not all of them?**

- We're getting ride-hailing right for B.C. with modern, safe services people want and on track to have companies apply to enter the market next fall.
- There is a lot of legislation to be amended and debated– it's a lengthy and complex process. All of the legislation is being introduced this session however some of the regulatory changes will follow immediately afterward.

**Q. Does this mean ride hailing won't be in place by fall 2019?**

- Ride-hailing companies will be able to apply to operate in B.C. next fall.

**Q. WHEN next fall? September? October? Will we see cars on the road by the holiday season?**

- Ride-hailing companies will be able to apply to operate in B.C. next fall.

**Q. Why is it taking so long to bring ridesharing to B.C.?**

- It's my job as Minister of Transportation to make sure good public policy is in place that ensures safety and works for people, and we have taken the time to get this right.
- Legislation introduced today will allow ICBC to develop a new, modern product that will be available next fall.



- We are getting ride-hailing right with safe, modern options people want. Today's legislation is a huge milestone to open the door for ride-hailing to enter the market.

**Q. Are you introducing legislation so ICBC can develop their insurance product?**

- Yes. Legislation introduced today will allow ICBC to develop a new, modern product that will be available next fall.

**Q. You say you need to change regs too. How long will this take?**

- As soon as this legislation is debated in the house and receives Royal Assent, the next step is to define the regulations in the coming months.

**Q. What will this mean for municipalities like Metro Vancouver?**

- We heard from people who had challenges getting a safe ride between different areas of Metro Vancouver.
- This legislation will address the overlap of jurisdiction local governments and the Passenger Transportation Board.
- We are proposing changes to local government legislation that will remove the authority of a municipality to refuse to allow the delivery of transportation services within their jurisdiction despite the Board's approval.
- The Board will have authority to determine the rates charged to passengers, as well as the supply and operating area of vehicles.

- This will enable people to be able to get a ride from Vancouver out to the suburbs and vice versa.

**Q. There is no mention of driver licensing requirements in this Bill. Will you be retaining the Class 4 driver's licence?**

- This Bill focuses on keeping people safe.
- The regulation, as it stands, will not change. Taxis and passenger directed vehicles will require a Class 4.
- Driver's licences are determined via regulation in the provincial Motor Vehicle Act, and therefore this change is not included in the Bill.
- However, while the class of driver licence required is set out in the Motor Vehicle Act Regulations, our approach places a priority on safety.
- We are not the only province that requires taxi drivers to hold a commercial class of driver's licence - Alberta has this same requirement and it is one that ride-hailing companies comply with now as their drivers operate in the major urban centres of Calgary and Edmonton.

**Q. Will the province set limits on the number of ride-hail cars on the road?**

- Provincial and municipal regulation of vehicle supply and operating areas will be eliminated. This will be the responsibility of the Passenger Transportation Board, streamlining the process for industry to adapt to changing market conditions.
- The Passenger Transportation Board—an independent tribunal—will continue its role in receiving applications and setting out terms and

conditions of licences, including those from companies seeking to provide transportation network services.

- We want to get this right – and need to strike the balance of being responsive to market demand, while not making congestion worse.
- Many cities regulate ride hailing demand, like New York for example.

**Q. How will the level of supply, and how it's determined, be different from the current model?**

- Provincial and municipal regulation of vehicle supply and operating areas will be eliminated.
- This will be the sole responsibility of the Passenger Transportation Board, streamlining the process for industry to adapt to changing market conditions.
- This approval process will be based on data and will be demand-driven, intended to meet the needs of customers.
- Companies will be able to show evidence of a current need for service in an area, which will be reviewed for approval by the PTB.
- We want to get this right – and need to strike the balance of being responsive to market demand, while not making congestion worse.

**Q. Why are you charging new operators a 'per-trip' fee, yet existing licensees are only required to pay an annual vehicle fee?**

- The legislation includes provisions that will enable the Board authority to establish fees, including a 'pre-trip' charge.

- If the legislation passes, we'll be looking into creating a new licence fee regime that could include, for example, a small 'per-trip' charge against **new entrants** to the industry for trips taken in non-accessible vehicles.
- Revenue generated through this per-trip charge could, for example, support accessible vehicles, which are expensive to modify and to maintain in working order.

**Q. How are you making this industry safe?**

- As Minister, it's my first priority to make sure people getting into a regulated vehicle are safe. We're doing this by:
  - Requiring drivers have a Class 4 licence
  - Requiring drivers undergo a criminal record check
- It is also important to note that drivers holding a commercial class of driver's licence are subject to medical examinations.
- When people use ride hailing services they need to know the driver has a clean record and their ride is safe.

**Q. Are you going to require ride hail drivers to have a Class 4 license?**

- Yes – the same license as taxi drivers. As Minister, it's my first priority to make sure people getting into a regulated vehicle are safe. People who are being paid to drive passengers need to be properly licensed.
- Using a Class 4 license is a best practice safety requirement across Canada.

**Q. Are you giving an unfair advantage to any companies?**

- We're getting ride-hailing right for B.C. with modern, safe services people want.
- My mandate as Minister was to modernize the taxi industry and bring in made-in-BC ride-hailing and I am delivering on that commitment.
- The first part of our plan for ride-hailing, announced in July, will offer significant relief to people this year. In the next few months there will be 500 more cabs on the road to give more people rides.
- Meantime, today's legislation opens the market for new, modern ride-hailing in B.C.

**Q. How much is Dr. Hara's contract to date?**

- The total cost of the contract is valued at \$165,000. Dr. Hara's contract was extended until December 31, 2018 by up to \$26,000.

**REACTION – Stakeholders, Greens**

**Q. What will Uber and Lyft say to this legislation?**

- We are getting ride-hailing right for B.C. with safe, modern options people want. Today's legislation is a huge milestone to open the door for ride-hailing to enter the market.
- Earlier this fall, I held a roundtable to get candid feedback on what will work for the industry as we move forward with ride hail.

- Uber and Lyft were both there, along with a number of Canadian companies.
- Canadian expert, Dr. Hara has consulted with local and international ride-hailing companies since we announced next steps in October of 2017.

**Q. What if Uber and Lyft say these changes are too onerous?**

- We are getting ride-hailing right with safe, modern options people want. Today's legislation is a huge milestone to open the door for ride-hailing to enter the market.
- It's my job as Minister of Transportation to make sure good public policy is in place that ensures safety and works for people, and we have taken the time to get this right.
- Many cities around the world who have let Uber enter the market unregulated have scaled these services back in the interest for public safety and congestion, like New York and London.
- We believe we're putting forward legislation that allows for new ride hailing services to enter the market– but it's up to them if they apply to operate in B.C.

**Q. I thought a Class 4 licence was a deal-breaker for Uber. What will Uber say to this and will they still enter the B.C. market?**

- We believe we're putting forward legislation that allows for new ride hailing services to enter the market– but it's up to them if they apply to operate in B.C.
- As Minister, it's my first priority to make sure people getting into a regulated vehicle are safe. People who are being paid to drive passengers need to be properly licensed.

- Taxis need to have a Class 4. Ride hail drivers should be required to have a Class 4 - this is a best practice safety requirement across Canada.

**Q. Does the Green Party support this bill?**

- I've been working closely with the Green Party through CASA during policy and legislative development and I'm hopeful the members will support our approach that makes peoples' safety a top priority while modernizing our transportation network.

**TAXI SERVICE**

**Q. Are you just trying to protect the taxi industry?**

- We are modernizing the industry so ride hailing can operate – something the opposition failed to get done in five years.

**Q. Legislative changes for rideshare are all well and good, but what does this do for better taxi service?**

- In July, we adopted many of Dr. Hara's recommendations to modernize the taxi industry – including immediately bringing 500 more cabs to the streets to offer people more rides. The Passenger Transportation Board is working non-stop to get these cabs on the road by the holidays.

- It is in the taxi company's best interest to take advantage of these opportunities to show they can provide better taxi service.

**Q. Everyone has a nightmare story about using a taxi – will this legislation put an end to these horror stories?**

- We heard from people who had challenges getting a safe ride between different areas of Metro Vancouver.
- New legislation will enable people to be able to get a ride from Vancouver out to the suburbs and vice versa.
- We are getting ride-hailing right with safe, modern options people want. Today's legislation is a huge milestone to open the door for ride-hailing to enter the market.

**Q. Some say the taxi industry has failed to adapt to the times, and shouldn't be rewarded for poor service. Why is your government protecting an industry that isn't working?**

- We're not protecting the taxi industry. We want to take the politics out of ride-hailing and make sure we get it right.
- We're proposing a new, data-driven approach that will help the Board in its decision making, improving taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times.

**Q. Consumers say they haven't seen any new cabs on the road in Metro Vancouver. I thought you promised an increase in cabs to provide relief.**



- My mandate as Minister was to modernize the taxi industry and bring in made-in-BC ride-hailing and I am delivering on that commitment.
- The first part of our plan for ride-hailing, announced in July, will offer significant relief to people this year. In the next few months there will be 500 more cabs on the road to give more people rides.
- Meantime, today's legislation opens the market for new, modern ride-hailing in B.C.

## INDUSTRY POLITICS

**Q. Is this just lip service to an election promise that you know you won't / can't deliver on?**

- Our government is bringing in ride-hailing that works for everyone.
- We've learned from other jurisdictions – Jurisdictions such as New York, Honolulu, Toronto, San Francisco and others have issues with congestion, safety and environmental challenges resulting from a sudden surge in the number of ride-hailing vehicles on their roads.
- We moved quickly – getting more done in one year than the previous government did in five.
- Ride-hailing is coming to B.C. and with today's legislation, we are on track to have companies apply to the Passenger Transportation Board next year.

**Q. How is the NDP government affiliated with the ride-for-hire app called Kater?**

- It's not. Our government is not associated or affiliated with Kater or the developers in any way.

## **CONGESTION**

### **Q. Won't removing boundary / operating areas for taxis in Metro Vancouver just lead to more congestion?**

- We want to get this right – and need to strike the balance of being responsive to market demand, while not making congestion worse.
- We've learned from other jurisdictions – Jurisdictions such as New York, Honolulu, Toronto, San Francisco and others have issues with congestion, safety and environmental challenges resulting from a sudden surge in the number of ride-hailing vehicles on their roads.
- That's why we're enabling the Board to control supply, boundaries and rates.

## **ENFORCEMENT**

### **Q. Can you provide any details around enforcement?**

- There are four enforcement staff at the Passenger Transportation Branch – but PTB enforcement is also augmented by the Commercial Vehicle Safety and Enforcement team, who have over 1500 enforcement staff around the province.

## **INSURANCE/ICBC**

**Q. Isn't there already a product which is ready at ICBC which rideshare companies can use?**

- No. There is not a product at ICBC that will work for ridehailing companies.
- The legislation today enables ICBC to create such a product.

**Q. What will the product look like?**

- Those decisions have not been made, and the development can't start until the legislation is passed.
- We know it will be a more flexible product than what is currently offered, to allow for new services to enter the market.

**Q. The legislation directs the BCUC – hasn't your government highlighted the independence of the BCUC in the past?**

- The legislation provides government with the option to direct BCUC on the insurance product.
- This does not mean that this will happen, it is just an extra tool in legislation.
- We've heard from many British Columbians that they would like to see new services enter the market.
- This provides government with the ability to move the insurance product along according to our timelines, if needed.

## COMMITTEE

**Q. What is the purpose of the committee – does this mean they will be deciding on some of the pieces not specifically in legislation?**

- We are committed to getting this right for British Columbians.
- The committee will help ensure the regulations are created precisely to keep people safe while allowing for new, convenient transportation services to enter the market.

## OOP FOI PREM:EX

---

**From:** Aaron, Sage PREM:EX  
**Sent:** November 19, 2018 10:10 AM  
**To:** Nash, Amber PREM:EX  
**Subject:** FW: Ridehailing KMs & QAs  
**Attachments:** Ridehailing ICBC intro and QA.docx; Ridehailing\_KM\_QA\_Legislation Fall Session Nov 18 AM.docx

Can you print these for PJH?

Thanks,

Sage  
778-678-0832

**From:** Aaron, Sage PREM:EX  
**Sent:** Monday, November 19, 2018 10:08 AM  
**To:** Bain, Don PREM:EX; Geary, Vanessa PREM:EX; Kingston, Charlotte PREM:EX; Oreck, Mira PREM:EX; Viaud, Chantille PREM:EX; Aaron, Sage PREM:EX; Brown, Evan PREM:EX; Dewar, Bob PREM:EX; Farmer, Susan PREM:EX; Fogg, Bruce PREM:EX; Hockin, Amber PREM:EX; Holmwood, Jen PREM:EX; McConnell, Sheena PREM:EX; Meggs, Geoff PREM:EX; Nash, Amber PREM:EX; Richards, Erin PREM:EX; Robinson, Jon PREM:EX; Van Meer-Mass, Kate PREM:EX  
**Subject:** Ridehailing KMs & QAs

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Government has heard from ride-hailing companies that current ICBC products do not work for their business model.

The current government wanted to make a more flexible product to allow for ride-hailing companies.

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**Key Messages and Q&A**  
**PROVINCE INTRODUCES LEGISLATIVE AND REGULATORY CHANGES TO BRING IN**  
**RIDE HAILING**

Updated: November 15, 2018

**KEY MESSAGES**

- For years, people have been asking for **new, convenient and safe options to get around**. Today's legislation opens the door for ride-hailing **companies to enter the market** and **offer new services** to people.
- We're **getting ride-hailing right** for B.C. with **modern, safe services** people want.
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- **We moved quickly** – getting more done in one year than the previous government did in five.
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## QUESTIONS AND ANSWERS – LEGISLATION GENERAL

### **Q. What changes are you making – and to what pieces – of legislation?**

- For years, people have been asking for new, convenient and safe options to get around.
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- Today's *Passenger Transportation Amendment Act* amends eight statutes and focuses on:
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  - Making sure people aren't left stranded by eliminating trip pick-up and drop-off refusals from one municipality to another.
  - Maintaining the requirement for taxi and future ride-hailing drivers to have a Class 4 licence and new, mandatory criminal record checks.
  - Enabling a new, data-driven approach to improve taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times, by strengthening the Passenger Transportation Board's authority to determine fares, vehicle supply and operating areas.
  - Making sure there are enough accessible vehicles on the road with a new 'per-trip' fee to fund accessibility for both taxis and ride-hail vehicles.



- Tougher enforcement of the rules and stiffer penalties for taxi and ride-hailing companies for working outside the law.

**Q. Can you speak more broadly to what legislative changes are being made?**

This legislation focuses on:

- Keeping people safe.
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**Q. Does the Green Party support this bill?**

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### **Q. Can you provide any details around enforcement?**

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- The legislation provides government with the option to direct BCUC on the insurance product.
- This does not mean that this will happen, it is just an extra tool in legislation.
- We've heard from many British Columbians that they would like to see new services enter the market.
- This provides government with the ability to move the insurance product along according to our timelines, if needed.

## COMMITTEE

**Q. What is the purpose of the committee – does this mean they will be deciding on some of the pieces not specifically in legislation?**

- We are committed to getting this right for British Columbians.
- The committee will help ensure the regulations are created precisely to keep people safe while allowing for new, convenient transportation services to enter the market.

## OOP FOI PREM:EX

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**From:** Aaron, Sage PREM:EX  
**Sent:** November 19, 2018 10:08 AM  
**To:** Bain, Don PREM:EX; Geary, Vanessa PREM:EX; Kingston, Charlotte PREM:EX; Oreck, Mira PREM:EX; Viaud, Chantille PREM:EX; Aaron, Sage PREM:EX; Brown, Evan PREM:EX; Dewar, Bob PREM:EX; Farmer, Susan PREM:EX; Fogg, Bruce PREM:EX; Hockin, Amber PREM:EX; Holmwood, Jen PREM:EX; McConnell, Sheena PREM:EX; Meggs, Geoff PREM:EX; Nash, Amber PREM:EX; Richards, Erin GCPE:EX; Robinson, Jon PREM:EX; Van Meer-Mass, Kate PREM:EX  
**Subject:** Ridehailing KMs & QAs  
**Attachments:** Ridehailing ICBC intro and QA.docx; Ridehailing\_KM\_QA\_Legislation Fall Session Nov 18 AM.docx

## ICBC – Ride-hailing Insurance

Government has heard from ride-hailing companies that current ICBC products do not work for their business model.

The current government wanted to make a more flexible product to allow for ride-hailing companies.

Amendments to the Insurance Vehicle Act and the Insurance Corporation Act, introduced today, will ensure ICBC can develop new and innovative insurance products in time for fall 2019.

This will also support other new emerging vehicle peer to peer services such as car and RV sharing.

Once legislation is in effect, work to develop the product will begin.

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**Key Messages and Q&A**  
**PROVINCE INTRODUCES LEGISLATIVE AND REGULATORY CHANGES TO BRING IN**  
**RIDE HAILING**

Updated: November 15, 2018

**KEY MESSAGES**

- For years, people have been asking for **new, convenient and safe options to get around**. Today's legislation opens the door for ride-hailing **companies to enter the market** and **offer new services** to people.
- We're **getting ride-hailing right** for B.C. with **modern, safe services** people want.
- Our government is bringing in **ride-hailing that works for everyone** with a new, **demand-driven approach** based on data.
- **We moved quickly** – getting more done in one year than the previous government did in five.
- **Ride-hailing is coming** to B.C. and with today's legislation, we are on track to have companies apply to the Passenger Transportation Board next fall.

## QUESTIONS AND ANSWERS – LEGISLATION GENERAL

### **Q. What changes are you making – and to what pieces – of legislation?**

- For years, people have been asking for new, convenient and safe options to get around.
- Today's milestone legislation gets ride-hailing right for B.C. with modern, safe services people want by opening the door for ride-hailing companies to enter the market next fall.
- Today's *Passenger Transportation Amendment Act* amends eight statutes and focuses on:
  - Keeping people safe.
  - Enabling ICBC to develop a modern insurance product for ride-hailing.
  - Making sure people aren't left stranded by eliminating trip pick-up and drop-off refusals from one municipality to another.
  - Maintaining the requirement for taxi and future ride-hailing drivers to have a Class 4 licence and new, mandatory criminal record checks.
  - Enabling a new, data-driven approach to improve taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times, by strengthening the Passenger Transportation Board's authority to determine fares, vehicle supply and operating areas.
  - Making sure there are enough accessible vehicles on the road with a new 'per-trip' fee to fund accessibility for both taxis and ride-hail vehicles.

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**Q. Can you speak more broadly to what legislative changes are being made?**

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- The legislation provides government with the option to direct BCUC on the insurance product.
- This does not mean that this will happen, it is just an extra tool in legislation.
- We've heard from many British Columbians that they would like to see new services enter the market.
- This provides government with the ability to move the insurance product along according to our timelines, if needed.

## COMMITTEE

**Q. What is the purpose of the committee – does this mean they will be deciding on some of the pieces not specifically in legislation?**

- We are committed to getting this right for British Columbians.
- The committee will help ensure the regulations are created precisely to keep people safe while allowing for new, convenient transportation services to enter the market.



## OOP FOI PREM:EX

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**From:** Aaron, Sage PREM:EX  
**Sent:** November 14, 2018 2:17 PM  
**To:** Meggs, Geoff PREM:EX  
**Cc:** Hockin, Amber PREM:EX  
**Subject:** FW: Updated NR  
**Attachments:** NR\_Ridehailing Legislation Fall Session Nov 14 v2.docx; Ridehailing\_KM\_QA\_Legislation Fall Session Nov 14.docx; EP\_Technical Briefing Ridehailing Legislation Fall Session.docx

They're still finalizing. The QAs could use work.

Sage  
778-678-0832

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**From:** Beale, William TRAN:EX  
**Sent:** Wednesday, November 14, 2018 1:25 PM  
**To:** Aaron, Sage PREM:EX  
**Cc:** Papadopoulos, James TRAN:EX  
**Subject:** FW: Updated NR

Please see attached materials. These still need MOTI program area staff to fact check.

---

**From:** Robb, Katie GCPE:EX  
**Sent:** November 14, 2018 12:59 PM  
**To:** Beale, William TRAN:EX ; Papadopoulos, James TRAN:EX ; Sanderson, Melanie TRAN:EX  
**Cc:** Zaharia, Sarah GCPE:EX ; Bowness, Lisanne GCPE:EX ; Lowe, Sonia GCPE:EX ; Machell, Aileen GCPE:EX  
**Subject:** Updated ride-hailing NR

A few changes in this version – headline and parag after the bullets removed.

### Katie Robb

Communications Director | Ministry of Transportation and Infrastructure  
Government Communications & Public Engagement  
O: [250.953.4865](tel:250.953.4865) | M: [250.920.8371](tel:250.920.8371)

## MINISTRY COMMUNICATION PLAN

## MINISTRY OF TRANSPORTATION & INFRASTRUCTURE

**ITEM:** Major milestone achieved with the introduction of ride hailing legislation

### SUMMARY:

Type:	Technical briefing with Dr. Dan Hara of Hara & Associates and Kristin Vanderkuip, Registrar, Passenger Transportation Branch, followed by a media availability with Minister Trevena, with NR to be timed for release when Minister Trevena starts speaking.		
Summary:	Legislation will be introduced that will modernize the legislative framework for passenger directed vehicles and prepare for the future entry of app-based ride hailing or ridesharing services.		
Proposed Date:	November 19 <sup>th</sup> , 2018:  Timing (see detailed list below):  <b>1:30</b> Intro of Bill <b>2:00</b> Question Period <b>2:40</b> 2 x simultaneous technical briefings and QA (Press Theatre for media, Leg room (TBD) for stakeholders - with room setups also in Vancouver. <b>3:30</b> Media Availability (Press Theatre) with dial-in option – ability to ask qs	Venue:  Location:	B.C. Legislature / Press Theatre / Legislature room TBD for stakeholder briefing  Victoria, B.C.
Minister(s):	Minister Claire Trevena	Featuring:	MOTI - Dan Hara, Hara and Associates MOTI - Jeremy Wood, Senior Legislative Director, Transportation Policy and Program AG – Name TBC MAH – Kevin Volk, Assistant Deputy Minister, Municipal Affairs and Housing (TBC)

Technical  
Briefing:

- Bill is introduced in the Legislature, Question Period to follow.
- Following QP, ADM Bowman to deliver overarching remarks and then open it up for questions.
- Dan Hara, Jeremy Wood, representatives from MAH and AG present to answer technical questions related to insurance and local government.
- Technical briefing to be streamed in another room in the legislature for stakeholders.
- A Vancouver room will also be set-up with Lower Mainland stakeholders.
- A Vancouver room will also be set-up with Lower Mainland media in attendance.
- Q & A session following the briefing with all ministry reps.
- Minister Trevena to arrive at the Press Theatre following Q & A, deliver a short statement and will then take questions. A phone line (listen-in only) will be set up for Minister Trevena's statement and subsequent Q & A.

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## NEWS RELEASE

For Immediate Release  
[release number]  
[Date]

Ministry of Transportation and  
Infrastructure

### **New legislation opens the door to modern, safe ride-hailing**

VICTORIA – People across B.C. will soon have new, convenient and safe options to get around with new legislation to enable ride-hailing companies to enter the market and offer services to British Columbians next year.

“We know many British Columbians have long been asking for a safe, alternative way to get home,” said Minister of Transportation and Infrastructure Claire Trevena. “Today I’m proud to put forward milestone legislation that gets ride-hailing right for B.C.”

Today’s *Passenger Transportation Amendment Act* focuses on:

- Enabling ICBC to develop a modern insurance product for ride-hailing for fall 2019.
- Making sure people aren’t left stranded by eliminating trip pick-up and drop-off refusals from one municipality to another.
- Keeping people safe by maintaining the requirement for taxi and future ride-hailing drivers to have a Class 4 licence and new, mandatory criminal record checks.
- Enabling a new, data-driven approach to improve taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times, by strengthening the Passenger Transportation Board’s authority to determine fares, vehicle supply and operating areas.
- Making sure there are enough accessible vehicles on the road with a new ‘per-trip’ fee to fund accessibility for both taxis and ride-hail vehicles.
- Tougher enforcement of the rules and stiffer penalties for taxi and ride-hailing companies for working outside the law.

With legislative changes introduced today, government expects applications from ride hailing companies wanting to enter the market will be submitted to the Passenger Transportation Board (PTB) by fall 2019.

Earlier this year, the Province adopted a suite of recommendations with the PTB to modernize the taxi industry, including giving the industry the flexibility to discount fares when trips are booked through an app, and boost the number of cabs across B.C. to give people more rides.

#### **Learn More:**

For industry notices from the ministry’s Passenger Transportation Branch, visit:  
[http://www.th.gov.bc.ca/rpt/industry\\_notices.htm](http://www.th.gov.bc.ca/rpt/industry_notices.htm)

**Media contact:** Media Relations  
Government Communications and Public Engagement  
Ministry of Transportation and Infrastructure  
250 356-8241

A Backgrounder follows.

# BACKGROUND

## Timeline

**October 2017:** The Province commits to comprehensive consultation with the existing industry – hires Dr. Dan Hara of Hara and Associates to engage with stakeholders industry

**July 2018:** Government announces they are adopting key recommendations brought forward by Dr. Dan Hara on modernizing the taxi industry and improving marketplace conditions for ride-hailing companies to enter the market.

**November 2018:** Government introduces legislative changes that will open the door for ride hailing companies to enter the market by fall 2019.

## Passenger Transportation Amendment Act

The purpose of the Passenger Transportation Amendment Act is to modernize the legislative framework for passenger directed vehicles (vehicles for hire such as taxis) and prepare for the future entry of app-based ride-hailing services.

The Bill encompasses amendments to eight statutes: *Passenger Transportation Act*, *Insurance Vehicle Act*, *Insurance Corporation Act*, *Motor Vehicle Act*, *Commercial Transport Act*, *Local Government Act*, *Community Charter*, and the *Vancouver Charter*.

**Key Messages and Q&A**  
**PROVINCE INTRODUCES LEGISLATIVE AND REGULATORY CHANGES TO BRING IN**  
**RIDE HAILING**

Updated: November 13, 2018

**KEY MESSAGES**

- For years, people have been asking for **new, convenient and safe options to get around**. Today's legislation opens the door for ride-hailing **companies to enter the market** and **offer new services** to people.
- We're **getting ride-hailing right** for B.C. with **modern, safe services** people want.
- Our government is bringing in **ride-hailing that works for everyone** with a new, **demand-driven approach** based on data.
- **We moved quickly** – getting more done in one year than the previous government did in five.
- **Ride-hailing is coming** to B.C. and with today's legislation, we are on track to have companies apply to the Passenger Transportation Board next fall.

## QUESTIONS AND ANSWERS – LEGISLATION GENERAL

### **Q. What changes are you making – and to what pieces – of legislation?**

- For years, people have been asking for new, convenient and safe options to get around.
- Today's milestone legislation gets ride-hailing right for B.C. with modern, safe services people want by opening the door for ride-hailing companies to enter the market next fall.
- Today's *Passenger Transportation Amendment Act* amends eight statutes and focuses on:
  - Keeping people and drivers safe.
  - A new, data-driven approach to improve taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times.
  - Enabling ICBC to develop a modern insurance product for ride-hailing; and
  - Making sure there are enough accessible vehicles on the road.

### **Q. Can you speak more broadly to what legislative changes are being made?**

This legislation focuses on:

- Keeping people and drivers safe.
- A new, data-driven approach to improve taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times.
- Enabling ICBC to develop a modern insurance product for ride-hailing; and
- Making sure there are enough accessible vehicles on the road.

### **Q. I heard only *some* pieces of legislation are being introduced this fall. Why not all of them?**



- We're getting ride-hailing right for B.C. with modern, safe services people want and on track to have companies apply to enter the market next fall.
- There is a lot of legislation to be amended and debated– it's a lengthy and complex process. All of the legislation is being introduced this session however some of the regulatory changes will follow immediately afterward.

**Q. Does this mean ride hailing won't be in place by fall 2019?**

- Ride-hailing companies will be able to apply to operate in B.C. next fall.

**Q. WHEN next fall? September? October? Will we see cars on the road by the holiday season?**

- Ride-hailing companies will be able to apply to operate in B.C. next fall.

**Q. Why is it taking so long to bring ridesharing to B.C.?**

- It's my job as Minister of Transportation to make sure good public policy is in place that ensures safety and works for people, and we have taken the time to get this right.
- Legislation introduced today will allow ICBC to develop a new, modern product that will be available next fall.
- We are getting ride-hailing right with safe, modern options people want. Today's legislation is a huge milestone to open the door for ride-hailing to enter the market.

**Q. Are you introducing legislation so ICBC can develop their insurance product?**

- Yes. Legislation introduced today will allow ICBC to develop a new, modern product that will be available next fall.

**Q. You say you need to change regs too. How long will this take?**

- As soon as this legislation is debated in the house and receives Royal Assent, the next step is to define the regulations in the coming months.

**Q. Will you be removing boundary / operating areas for taxis in Metro Vancouver?**

- Yes.
- We heard from people who had challenges getting a safe ride between different areas of Metro Vancouver.
- This will enable people to be able to get a ride from Vancouver out to the suburbs and vice versa.

s.13

**Q. Will the province set limits on the number of ride-hail cars on the road?**

- We're proposing a new, data-driven approach to improve taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times, to respond to consumer demand.
- We want to get this right – and need to strike the balance of being responsive to market demand, while not making congestion worse.
- Many cities regulate ride hailing demand, like New York for example.

**Q. Why are you charging new operators a 'per-trip' fee, yet existing licensees are only required to pay an annual vehicle fee?**

s.13

**Q. Why are you requiring all drivers to obtain a criminal record check.**

- As Minister, it's my first priority to make sure people getting into a regulated vehicle are safe.
- When people use ride hailing services they need to know the driver has a clean record and their ride is safe.

**Q. Are you going to require ride hail drivers to have a Class 4 license?**

- Yes – the same license as taxi drivers. As Minister, it's my first priority to make sure people getting into a regulated vehicle are safe. People who are being paid to drive passengers need to be properly licensed.
- Using a Class 4 license is a best practice safety requirement across Canada.

**Q. Are you giving an unfair advantage to any companies?**

- We're getting ride-hailing right for B.C. with modern, safe services people want.

- My mandate as Minister was to modernize the taxi industry and bring in made-in-BC ride-hailing and I am delivering on that commitment.
- The first part of our plan for ride-hailing, announced in July, will offer significant relief to people this year. In the next few months there will be 500 more cabs on the road to give more people rides.
- Meantime, today's legislation opens the market for new, modern ride-hailing in B.C.

**Q. How much is Dr. Hara's contract to date?**

- The total cost of the contract is valued at \$165,000. Dr. Hara's contract was extended until December 31, 2018 by up to \$26,000.

**REACTION – Stakeholders, Greens**

**Q. What will Uber and Lyft say to this legislation?**

- We are getting ride-hailing right for B.C. with safe, modern options people want. Today's legislation is a huge milestone to open the door for ride-hailing to enter the market.
- Earlier this fall, I held a roundtable to get candid feedback on what will work for the industry as we move forward with ride hail.
- Uber and Lyft were both there, along with a number of Canadian companies.

- Canadian expert, Dr. Hara has consulted with local and international ride-hailing companies since we announced next steps in October of 2017.

**Q. What if Uber and Lyft say these changes are too onerous?**

- We are getting ride-hailing right with safe, modern options people want. Today's legislation is a huge milestone to open the door for ride-hailing to enter the market.
- It's my job as Minister of Transportation to make sure good public policy is in place that ensures safety and works for people, and we have taken the time to get this right.
- Many cities around the world who have let Uber enter the market unregulated have scaled these services back in the interest for public safety and congestion, like New York and London.
- We believe we're putting forward legislation that allows for new ride hailing services to enter the market– but it's up to them if they apply to operate in B.C.

**Q. I thought a Class 4 licence was a deal-breaker for Uber. What will Uber say to this and will they still enter the B.C. market?**

- We believe we're putting forward legislation that allows for new ride hailing services to enter the market– but it's up to them if they apply to operate in B.C.
- As Minister, it's my first priority to make sure people getting into a regulated vehicle are safe. People who are being paid to drive passengers need to be properly licensed.
- Taxis need to have a Class 4. Ride hail drivers should be required to have a Class 4 - this is a best practice safety requirement across Canada.

**Q. Does the Green Party support this bill?**

- I've been working closely with the Green Party through CASA during policy and legislative development and I'm hopeful the members will support our approach that makes peoples' safety a top priority while modernizing our transportation network.

**TAXI SERVICE**

**Q. Are you just trying to protect the taxi industry?**

We are modernizing the industry so ride hailing can operate – something the opposition failed to get done in five years.

**Q. Legislative changes for rideshare are all well and good, but what does this do for better taxi service?**

- In July, we adopted many of Dr. Hara's recommendations to modernize the taxi industry – including immediately bringing 500 more cabs to the streets to offer people more rides. The Passenger Transportation Board is working non-stop to get these cabs on the road by the holidays.
- We're also giving the industry the flexibility to lower fares below meter rates in off-peak hours for app-hailed taxi trips.
- It is in the taxi company's best interest to take advantage of these opportunities to show they can provide better taxi service.

**Q. Everyone has a nightmare story about using a taxi – will this legislation put an end to these horror stories?**

- We heard from people who had challenges getting a safe ride between different areas of Metro Vancouver.
- New legislation will enable people to be able to get a ride from Vancouver out to the suburbs and vice versa.
- We are getting ride-hailing right with safe, modern options people want. Today's legislation is a huge milestone to open the door for ride-hailing to enter the market.

**Q. Some say the taxi industry has failed to adapt to the times, and shouldn't be rewarded for poor service. Why is your government protecting an industry — that isn't working?**

- We're not protecting the taxi industry. We want to take the politics out of ride-hailing and make sure we get it right.
- We're proposing a new, data-driven approach to improve taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times.

**Q. Consumers say they haven't seen any new cabs on the road in Metro Vancouver. I thought you promised an increase in cabs to provide relief.**

- My mandate as Minister was to modernize the taxi industry and bring in made-in-BC ride-hailing and I am delivering on that commitment.
- The first part of our plan for ride-hailing, announced in July, will offer significant relief to people this year. In the next few months there will be 500 more cabs on the road to give more people rides.
- Meantime, today's legislation opens the market for new, modern ride-hailing in B.C.

## INDUSTRY POLITICS

**Q. Is this just lip service to an election promise that you know you won't / can't deliver on?**

- Our government is bringing in ride-hailing that works for everyone.
- We moved quickly – getting more done in one year than the previous government did in five.
- Ride-hailing is coming to B.C. and with today's legislation, we are on track to have companies apply to the Passenger Transportation Board next year.

**Q. How is the NDP government affiliated with the ride-for-hire app called Kater?**

- It's not. Our government is not associated or affiliated with Kater or the developers in any way.

## CONGESTION

**Q. Won't removing boundary / operating areas for taxis in Metro Vancouver just lead to more congestion?**

- We want to get this right – and need to strike the balance of being responsive to market demand, while not making congestion worse.
- We heard from people who had challenges getting a safe ride between different areas of Metro Vancouver.



- We're proposing a new, data-driven approach to improve taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times with the PT Board as the sole decision maker on the number and type of vehicles on the road.

## **Enforcement**

TO COME

## OOP FOI PREM:EX

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**From:** Aaron, Sage PREM:EX  
**Sent:** July 20, 2018 1:08 PM  
**To:** Meggs, Geoff PREM:EX  
**Subject:** FW: Screenshot 2018-07-20 at 8.55.08 AM  
**Attachments:** Image-1.jpg; ATT00001.txt

Sage  
778-678-0832

-----Original Message-----

**From:** Joshi, Shruti GCPE:EX  
**Sent:** Friday, July 20, 2018 9:00 AM  
**To:** Sherlock, Stephanie GCPE:EX  
**Cc:** Oreck, Mira PREM:EX; Aaron, Sage PREM:EX  
**Subject:** FW: Screenshot 2018-07-20 at 8.55.08 AM

Please see attached screenshot of the facebook post of Sukhi Sandhu, Surrey Wakeup group cautioning the NDP government. not sure what he's talking about but could be rumours circulating of some MLAs/Ministers being involved in Kater.

Shruti Prakash-Joshi  
Media Relations Officer  
Government Communications & Public Engagement  
778-587-4521

s.22

See All Friends >

## Posts



**Sukhi Sandhu**



37 mins · 🌐

Warning signals for Provincial NDP:

For the past 24 hours many rumours and allegations circulating. I am NOT accusing any individual but highlighting the current mood of our south asian voters.

The provincial liberals lost the last election and every seat in South Asian community due to a loss of trust with voters. Presently the public has no appetite for any type of unethical behavior by political leaders or their Punjabi supporters. There is an undercurrent in public against such and will not tolerate anyone betraying our trust in public service.

We need to elevate ourselves in public life and always act with the greatest accountability/transparency.

Otherwise what example is this for our children?



👍 Like

💬 Comment

➦ Share

