

March 12, 2008

Industry Advisory

Policy Updates

Accessible Taxi Policy

The Passenger Transportation Board has established a policy guideline to encourage the improved availability of accessible taxis in urban communities in British Columbia. This policy goal will affect taxi companies that apply for a new taxi licence or for additional vehicles under an existing licence. Taxi companies are expected to provide satisfactory service for persons who require accessible taxi services and integrate additional costs within their overall business plan and company structure. The Board "rates" policy is to disallow higher charges for accessible services. For more information about accessible taxis, see Board Policy Guideline No. 30 at the Board website at www.ptboard.bc.ca.

PDV Fleet Size Review

The Passenger Transportation Board has begun its first review of the maximum fleet size of operators with special authorization to operate passenger directed vehicles ("PDV"). The review is limited to fleets of taxis, limousines and "PDV vans" that have stayed below the maximum fleet size for the 24 month period between February 2006 and February 2008.

Licensees that are subject to a PDV fleet size review should receive a letter this week. The letter lets them know that their maximum fleet size is being reviewed, and it asks for information about their fleet size plans and the gap between their fleet maximum and actual operating levels. More information about the PDV Fleet Size Review Policy is available on the Board website at www.ptboard.bc.ca. See Board Policy Guideline No. 26.

Urgent Public Need

The Passenger Transportation Board has revised its policy respecting urgent public need ("UPN") to explain when this processing option is available, and when it is not. The UPN is an exception to the regular application process. It is reserved for limited and compelling circumstances when the public has an urgent need for the proposed service to begin immediately. Applicable UPN examples may include a shut down of the only taxi company in town or the signing of a crew transportation contract that requires an immediate start. The UPN process is generally not an option when licensed competitors are already operating in the proposed operating area, or for the introduction of more discretionary services such as limousines. When an applicant makes a claim of urgent public need that is not accepted by the Board, the application may be returned to its original place in the application line up.