

# Data newsletter

## About our data newsletters

The Passenger Transportation Board (Board) is excited to launch our data newsletters, to share pertinent information and economic analysis with our many partner groups. These newsletters will introduce key indicators and share analytical insights with licensees and the public. The Board uses trip data and other data sources to make objective evidence-based decisions to support a healthy and sustainable passenger transportation industry.

The Board has developed 10 indicators that provide insight into factors related to public need and sound economic conditions. The newsletter will show one indicator each month until all the key indicators have been featured. This gradual process will provide time for the Board to answer any questions about each indicator. After the Board has published all the key indicators, we will switch to a quarterly regional newsletter format.

## Data newsletters

### December 2025

[Trip revenue indicator - December 2025](#)

### November 2025

[Trip volume indicator - November 2025](#)

### September 2025

[Driver hourly revenue indicator - September 2025](#)

### March 2025

[Wait time indicator - March 2025](#)

## **February 2025**

[Indicators - February 2025](#)

## **June 2025**

[Availability indicator - June 2025](#)

## **May 2025**

[Fare cost indicator - May 2025](#)

## **April 2025**

[Wheelchair accessible vehicles \(WAVs\) indicator - April 2025](#)

For the purpose of statistical analysis, both taxi and TNS are associated with the same passenger transportation regions. This is to facilitate data analysis of the taxi and TNS sectors at the same regional level. Please see the [passenger transportation region policy](#) for more information.

For the Board's data analysis to be reliable, the coverage and quality of the data must be sufficient. When data submissions in a region reach 90% coverage with satisfactory quality levels, the Board considers the data reliable for economic analysis. Currently, data submissions from regions 1 (Lower Mainland, Whistler) and 2 (CRD) meet these standards, so the Board newsletters will focus on data analysis for these regions. As data coverage and quality improves in the rest of the province, the Board will expand publication of its economic analysis for regions 3 (Vancouver Island except CRD), 4 (Interior), and 5 (Northern/Coastal).

Each newsletter will share aggregated and anonymized data analysis only. The data of individual businesses will not be shared. By aggregating or combining the data, the Board's goal is to provide licensees and the public a broad picture of what is happening within the taxi and TNS sectors in their region.