



# City of Richmond

## Report to Committee

**To:** General Purposes Committee **Date:** February 11, 2020  
**From:** Cecilia Achiam **File:** 12-8275-06/2019-Vol 01  
 General Manager, Community Safety  
**Re:** **Proposed Interim Inter-Municipal Business Licence Bylaws for Ride-Hailing Services**

### Staff Recommendation

1. That Inter-Municipal Business Licence Agreement Bylaw No. 10134, to allow the City to enter into an agreement with partner municipalities for ride-hailing services, be introduced and given first, second and third readings.
2. That Inter-Municipal Business Licence Bylaw No. 10159, which specifies various licensing terms for ride-hailing, be introduced and given first, second and third readings.
3. That staff be directed to report back on the development of a permanent inter-municipal business licence for ride-hailing services.

Cecilia Achiam  
 General Manager, Community Safety  
 (604-276-4122)

Att. 4

REPORT CONCURRENCE	
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>
Law	<input checked="" type="checkbox"/>
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> CA
<b>APPROVED BY CAO</b> 	

## Staff Report

### Origin

A suite of amendments to the *Passenger Transportation Act* and *Motor Vehicle Act* regulations came into effect on September 16, 2019 that provide the legislative basis for introducing Transportation Network Services (TNS), commonly known as ride hailing services. The Province now has sole authority to regulate company fleet size and operational boundaries, to set vehicle standards and to issue driver Chauffeur Permits. Municipalities retain the ability to:

- require TNS to obtain municipal business licences in addition to the provincial licence to operate approved by the Passenger Transportation Board (PTB);
- set business licence requirements; and
- regulate business activities, such as street and curb use and pick-up and drop-off locations, through bylaws.

The PTB established a regional cross-municipal approach to ride-hailing. Richmond is part of Region 1 (Metro Vancouver, Fraser Valley and Squamish-Lillooet), comprised of 32 municipalities. On December 12, 2019, the Mayors' Council directed TransLink to "facilitate the process to reach agreed upon terms for a draft bylaw for an interim Inter-Municipal Business Licence (IMBL)" for ride-hailing in Region 1 by January 31, 2020 for adoption by participating municipal councils.

Richmond is a member of the municipal staff-led Working Group, supported by TransLink and Ministry of Municipal Affairs and Housing staff, who met weekly through January 2020 to develop the interim IMBL. This report recommends that Richmond participate in the interim IMBL per the terms of the proposed business licence bylaws. The proposed interim IMBL will streamline the licensing process across the region and allow TNS to operate in all participating municipalities (Attachment 1) with a single business licence.

This report supports Council's Strategic Plan 2018-2022 Strategy #7 A Supported Economic Sector:

*Facilitate diversified economic growth through innovative and sustainable policies, practices and partnerships.*

*7.3 Attract businesses to locate in Richmond and support employment and training opportunities in Richmond as we grow.*

### Background

#### Development of Interim Inter-Municipal Business Licence

An IMBL is a business licence that allows mobile businesses to operate across participating municipalities with the purchase of one licence. Generally, an IMBL offers the following benefits: increased licence compliance, reduced application processing amongst municipalities, increased consumer choices, and reduced costs for businesses. An IMBL is formed through two common bylaws enacted by each participating municipality:

- IMBL Agreement Bylaw: allows municipalities to enter into an agreement with the partner municipalities and addresses terms such as the fee, revenue sharing formula and distribution, and overall administration of the licence.
- IMBL Bylaw: governs the licensee and specifies various licensing terms.

For each IMBL, participating municipalities work together to determine:

- the types of businesses eligible to be covered under each IMBL (e.g., trades/construction);
- how much to charge for an IMBL;
- the model for collecting and sharing revenue from the sales of the IMBL (e.g., seller retains revenue from sales or cost-sharing among jurisdictions); and
- the terms of the bylaw to be enacted by each participating municipality.

In Region 1, there are four existing sub-regional IMBL groups: Fraser Valley, Metro West (of which Richmond is a member), North Shore and Tri-cities that cover mobile businesses such as trades, construction and catering. None of these existing IMBLs apply to vehicles for hire or any other transport services.

The process of developing an IMBL generally takes six months to a year. For ride-hailing, a year-long process carried the risk that a patchwork of municipal licensing frameworks would emerge and have a potentially negative impact on the regional roll-out of the industry. In response to direction from the Mayors' Council in mid-December 2019, Region 1 municipalities commenced work to draft an interim IMBL in late December 2019. An IMBL Working Group was established and met weekly throughout January 2020 to develop the proposed IMBL for ride-hailing companies.

The proposed interim IMBL bylaws establish licensing authority, licence fee and structure, licence conditions, and licence fee revenue sharing among participating municipalities. The terms of the bylaws represent the outcome of two-thirds majority-based voting by the IMBL Working Group members. Participating municipalities will bring reports to their Councils in February and March 2020 recommending approval of the bylaws as presented.

## **Analysis**

### Proposed Terms of the Interim IMBL

The key terms of the proposed interim IMBL bylaws are described in further detail below.

#### *Licensing Authority*

The City of Vancouver will be the licensing authority (sole issuer) for the IMBL. All TNS companies will need to obtain a licence from Vancouver in order to operate in any of the participating Region 1 municipalities.

Given the expedited timeframe to develop a licensing scheme, the Working Group agreed that the City of Vancouver is well-positioned for this role as it has developed an infrastructure to support tracking and issuing TNS business licences.

### *Licence Fee and Structure*

TNS companies will pay a company fee of \$155 plus a standard vehicle fee of \$150 for each vehicle. The following incentives are proposed for zero emission and wheelchair accessible vehicles:

- *Zero Emission Vehicles*: a \$30 fee per vehicle provides a meaningful incentive while acknowledging that the vehicles have an administrative cost and physical impact on streets.
- *Wheelchair Accessible Vehicles*: the fee per vehicle will be waived (i.e., \$0) as these vehicles are understood to be more expensive to purchase and maintain than non-accessible vehicles, and municipalities want to encourage their participation in ride-hailing as much as possible.

Licence fees are to be pro-rated to align with the City of Vancouver's calendar licensing structure. Companies will self-report monthly all new vehicles operating under their licence, and whether they are standard, accessible or zero emission. Once a vehicle has been reported and the associated fee paid, the vehicle may operate for the remainder of the calendar year. Participating municipalities will be advised monthly of new vehicle additions for the purposes of street use management.

The IMBL Working Group established the proposed vehicle fee structure based on the following factors:

- can be implemented immediately;
- enables incentives for specific vehicle types;
- is equitable among companies of all fleet sizes;
- has the aim of achieving administrative program cost-recovery (Attachment 2) and program cost-recovery for participating municipalities associated with monitoring business activity and community impacts; and
- is comparable to licensing costs in other Canadian jurisdictions such as the City of Calgary.

### *Licence Fee Revenue Sharing*

Licence fee revenue will be shared among participating municipalities. The City of Vancouver will first retain funds sufficient to recover costs for set-up and administration of the licence program (Attachment 2) and remaining revenues will be shared based on the percent of total regional pick-ups and drop-offs that occur within each municipality.

Year 1 of the IMBL program includes set-up costs that are expected to decrease in subsequent years as the program is regularized. At the end of each licence year, the City of Vancouver will provide participating municipalities with a year-end account of costs and revenue to be shared.

### *Licence Requirements*

Companies will be required to comply with the municipal bylaws and regulations of each participating municipality as well as any provincial or federal laws that may apply within any jurisdiction. Each participating municipality will retain authority to enforce its own bylaws (e.g., street and traffic regulations) and also to suspend or cancel an IMBL. As suspension or cancellation of a licence would affect all participating municipalities, staff in participating

municipalities will establish a shared protocol for escalating enforcement prior to any municipality considering suspension or cancellation. This protocol will include communicating with the Provincial Registrar and Passenger Transportation Branch about on-going concerns with a company or vehicle.

The Province will be enforcing compliance with provincial regulations and licence conditions. Field investigations will be carried out by the Commercial Vehicle Safety and Enforcement (CVSE) Branch; the Registrar of the Passenger Transportation Branch is authorized to investigate and audit companies for issues including compliance with licence conditions and public safety. At this time, it is unclear how many provincial enforcement staff will be assigned to address potential issues in Metro Vancouver.

In addition to the enforcement provided by the Province, the City will continue to assist with the enforcement of illegal vehicle for hire operations (i.e., unlicensed taxis or TNS) operating in Richmond without a business licence. As the enforcement of operators with a Provincial licence is within the jurisdiction of the Province, there are no plans to add additional ticketing or enforcement measures to City of Richmond bylaws.

#### *Data Submission Requirements*

The provincial Passenger Transportation Branch collects comprehensive vehicle and trip data from TNS companies as a condition of the PTB licence. The Province advised the Working Group in early February 2020 that municipalities will be able access this data through a Partnership Agreement with the Passenger Transportation Branch. The data received will be used to monitor and evaluate the impact of ride-hailing in Richmond including congestion and parking/loading impacts. The data can also be used to audit compliance with licensing and bylaws related to street use and parking.

Accordingly, detailed data submission will not be required as part of the IMBL; municipalities will benefit from access to the provincial data and companies will benefit from not having to duplicate data submission efforts. As a condition of the IMBL, licenced ride-hailing companies will still be required to report the total number of pick-ups and drop-offs occurring in each participating municipality so as to enable the City of Vancouver to calculate the share of revenue owed to each participating municipality.

#### TNS Industry Consultation

The Working Group held an industry information session on January 22, 2020. All 17 TNS operators who had applied to the PTB to operate in Region 1 at that time were invited. Participants were informed about the proposed IMBL framework, including specifics such as fee structure and data requirements. Fifteen of the applicants invited sent representatives. In addition to the comments given during the information session, three companies subsequently submitted written comments as invited by the Working Group.

The TNS industry representatives were generally appreciative of the expedited IMBL process, particularly as two of the applicants received PTB approval during the process and had a more urgent need for an IMBL.

The key concerns identified by the TNS industry representatives were:

- Fee Structure and Smaller Operators: the fee structure disadvantaged smaller operators who are less able to absorb the per vehicle charges compared to larger operators.
- Fee Structure and TNS Fluidity: the way that fees are charged – based on licence plate rather than number of vehicles in operation – do not match the nature of the ride-hailing industry which tends to have high driver turnover.
- Data Requirements and Granularity: the requirement to submit granular data (i.e., GPS coordinates to six decimal places) with respect to customer privacy.

The fee structure concerns are significant enough and industry perspectives varying enough that further work and consultation is required, which was not possible prior to the January 31, 2020 deadline for preparing the proposed interim IMBL. The Working Group will consider options to address these concerns as part of the forthcoming permanent IMBL.

Regarding data requirement concerns, the Working Group has since determined that detailed data submission will not be required as part of the IMBL. Municipalities will access provincially collected data through a Partnership Agreement with the provincial Passenger Transportation Branch.

Comparison of Existing Taxi Licence Structure and Proposed Interim IMBL

The proposed IMBL is modelled on the City of Vancouver’s existing ride-hailing business licence as enacted by its Council in October 2019. Table 1 compares the terms of the City of Richmond’s existing taxi licence structure and the proposed IMBL for TNS.

Table 1: Comparison of Existing Taxi Licence and Proposed IMBL for TNS

Licence Term	Existing City of Richmond Taxi Licence	Proposed IMBL for Ride-Hailing	Difference
Operating Area	Richmond (per PTB licence)	Region 1 (per PTB licence)	Both governed by terms of the PTB licence
Annual Fee	\$143 company fee	\$155 company fee	Increase of \$12 for TNS
	\$132 vehicle fee (all classes) to maximum cap of \$4,007	\$150 standard vehicle fee with no maximum cap	Increase of \$18 for TNS with no maximum cap
		\$0 accessible vehicle fee	Decrease of \$132 for TNS
		\$30 zero emission vehicle fee with no maximum cap	Decrease of \$102 for TNS with no maximum cap

Given the City’s maximum cap on vehicle fees for taxis, TNS will pay more per vehicle and in total under the interim IMBL when compared to taxis. To date, the PTB has licenced five TNS companies to operate in Region 1. Of these, the City has currently licenced Uber and Lyft similar to taxis in lieu of an IMBL, as was discussed in the staff report presented to Council in September 2019. Should the City participate in the interim IMBL, the business licence fees paid by these companies will apply towards the cost of the IMBL fees.

Equity between Taxis and TNS

At its September 9, 2019 meeting, Council resolved to send a letter to the Province, the Vancouver Airport Authority (VAA) and the PTB to request that they address the discrepancies

between taxi and TNS regulations including fleet size vehicle cap, operating boundaries, fee structures, payment and booking structures, trade dress and vehicle identifiers, accessibility and low emission vehicle requirements, and vehicle age. Responses were received from VAA (Attachment 3) and the Minister of Transportation and Infrastructure (Attachment 4). The Minister advised that the PTB Chair was made aware of the City's concerns.

Similarly, at its January 30, 2020 meeting, the Mayors' Council resolved to:

- request a meeting with the Passenger Transportation Board Chair to report on their response to matters of mutual interest;
- urge municipalities within Region 1 to harmonize existing municipal fees on taxicabs with the fees proposed in the IMBL for ride-hailing; and
- urge the Province and the PTB to level the playing field between taxis and TNS by:
  - (a) reviewing taxi boundaries, fleet caps and insurance requirements, and
  - (b) ensuring that a solid mechanism is put in place to subsidize those approved TNS vehicles or taxis that provide adequate accessible services for customers who rely on mobility devices such as wheelchairs and scooters.

With respect to the harmonization of municipal fees on taxicabs and TNS as proposed in the interim IMBL, the City's existing vehicle fee means that taxi operators typically pay less than TNS operators under the IMBL. Harmonization would result in increased fees for taxis operating in Richmond.

### Next Steps

#### *Development of Permanent IMBL*

Given the expedited process for development of the interim IMBL, the proposed terms of the bylaws should be understood as provisional. Following adoption of the interim IMBL, the process will move into the next phase to develop a permanent IMBL. This will provide opportunities to address TNS industry concerns and consider refinement of the interim IMBL terms based on participating municipalities' assessment of the effectiveness of the interim IMBL over the coming months as more TNS companies are licensed and operating.

Opportunities to include limousines will also be considered as they are also authorized by the PTB to operate across municipal boundaries. The PTB has announced that it will review its regulations with regard to taxi operating areas, but at this time taxis cannot be considered for an IMBL as they are largely restricted to operating within single municipalities. Development of a permanent IMBL for TNS is targeted for completion by the end of 2020.

#### *City Bylaw Amendments*

Amendments to the following City bylaws are required to harmonize with the provincial legislation for TNS. This process will include consideration for harmonizing the City's existing fees on taxicabs with the fees proposed in the IMBL for ride-hailing.

- Business Regulation - Vehicle for Hire - Bylaw No. 6900: Licensing of companies, vehicles and drivers of passenger directed vehicles (taxis and limousines) has included issuance of a City-owned vehicle for hire plate, annual renewal decals, requirement of a chauffeur's permit, and semi-annual vehicle inspections. Licence requirements that duplicate or are contrary to provincial legislation must be removed to align with the new provincial regulations. These changes include the removal of requirement of chauffeur's permit for taxis, limousines and TNS.
- Business Licence Bylaw No. 7360: Creation of TNS as a new class of vehicle within the vehicle for hire use category. As with the amendments to Bylaw No. 6900, licence requirements that are contrary to provincial legislation must be removed (e.g., removal of requirement of chauffeur's permit for taxis, limousines and TNS).
- Municipal Ticket Information Authorization Bylaw No. 7321: Offences related to the Vehicle for Hire Bylaw that are not aligned with provincial legislation must be removed (e.g., failure to display a Chauffeur's Permit).

Staff anticipate bringing forth the bylaw amendments in Q4 2020.

#### *Street and Traffic Operations*

Upon review of the existing provisions of Traffic Bylaw No. 5870, staff conclude that no amendments are required at this time to harmonize with provincial legislation for TNS. TNS vehicles will be permitted to use existing loading and taxi zones including those already established at Canada Line stations. This approach ensures equity between taxi and TNS companies and the efficient use of curbside space.

The impact of ride-hailing services in terms of potential increased congestion and curbside activity in Richmond's City Centre is unknown but anticipated to be less than within the City of Vancouver's metro core. To support the introduction of TNS, which can complement rapid transit as a first/last mile travel option and provide flexible employment opportunities, staff do not propose the implementation of street management measures at this time.

Following the introduction of TNS in Richmond, staff will monitor traffic operations and curbside activity as well as analyze monthly trip and vehicle data (to be made available by the IMBL) to determine if future street management measures are required to mitigate any resulting negative impacts. Potential measures could include:

- Expansion of Passenger Zones: Increase the number of reserved on-street spaces for passenger loading and unloading in areas of high demand. Per Traffic Bylaw No. 5870, the Director, Transportation has the authority to designate such zones.
- Geo-Fencing: Work with ride-hailing companies to optimize pick up and drop off activity in high demand areas through a virtual perimeter incorporated into ride-hailing apps that re-directs passengers to designated passenger zones.
- Curbside Management Fees: Implementation of a permit fee when using curbside areas outside of designated loading/passenger zones. The fee could be reduced or waived to encourage the use of zero emission or accessible vehicles.



Should future conditions warrant street management measures, staff would seek Council approval for any proposed measures prior to implementation.

**Financial Impact**

None.

**Conclusion**

There is strong public support for ride-hailing in the Lower Mainland and to date, the Province has authorized three companies to operate in Region 1 (Metro Vancouver, Fraser Valley and Squamish-Lillooet) including two in Metro Vancouver. The proposed interim Inter-Municipal Business Licence (IMBL) for ride-hailing will support the regional roll-out of the industry: companies will be able to operate in participating municipalities with only one business licence. Staff recommend that Council approve the City’s participation in the interim IMBL for ride-hailing companies under the terms described in this report.



Carli Williams, P.Eng.  
Manager, Community Bylaws  
(604-276-4136)



Joan Caravan  
Transportation Planner  
(604-276-4035)

JC:jc

- Att. 1: Proposed IMBL for TNS – Participating Municipalities
- Att. 2: Proposed IMBL for TNS – Cost-Recovery
- Att. 3: Response from Vancouver Airport Authority re City Request to Address Discrepancies between Taxi and TNS Regulations
- Att. 4: Response from Minister of Transportation and Infrastructure re City Request to Address Discrepancies between Taxi and TNS Regulations

## Proposed IMBL for TNS – Participating Municipalities

<b>Municipality</b>	<b>Regional District</b>
Bowen Island Municipality	Metro Vancouver
City of Abbotsford	Fraser Valley
City of Burnaby	Metro Vancouver
City of Chilliwack	Fraser Valley
City of Coquitlam	Metro Vancouver
City of Delta	Metro Vancouver
City of Maple Ridge	Metro Vancouver
City of Port Coquitlam	Metro Vancouver
City of Port Moody	Metro Vancouver
City of Richmond	Metro Vancouver
City of Surrey	Metro Vancouver
Corporation of the District of West Vancouver	Metro Vancouver
District of Squamish	Squamish-Lillooet
The City of Pitt Meadows	Metro Vancouver
The City of Vancouver	Metro Vancouver
The Corporation of the City of Langley	Metro Vancouver
The Corporation of the City of New Westminster	Metro Vancouver
The Corporation of the City of North Vancouver	Metro Vancouver
The Corporation of the City of Port Coquitlam	Metro Vancouver
The Corporation of the City of White Rock	Metro Vancouver
The Corporation of the District of North Vancouver	Metro Vancouver
The Corporation of the Township of Langley	Metro Vancouver
Resort Municipality of Whistler	Squamish-Lillooet
Village of Anmore	Metro Vancouver
Village of Harrison Hot Springs	Fraser Valley
Village of Lions Bay	Metro Vancouver

**Proposed IMBL for TNS – Cost-Recovery**

Estimated Year 1 Program Cost Total: \$140,000

Costs include:

- privacy management
- legal services
- policy development
- corporate overhead, materials and rent
- licence processing including fee administration and reconciliation

The City of Vancouver will retain licence fee revenue sufficient to recover IMBL administrative program costs. Any remaining funds will be distributed among participating municipalities based on the percent of total regional pick-ups and drop-offs that occur within each of their boundaries.

**Response from Vancouver Airport Authority re City Request to  
Address Discrepancies between Taxi and TNS Regulations**



October 1, 2019

His Worship Malcolm D. Brodie  
Mayor, City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Dear Mr. Mayor,

Thank you for your letter of September 13, 2019 addressed to Annalisa King, informing Vancouver Airport Authority of the resolution adopted by Richmond City Council which outlines considerations for the Province and Passenger Transportation Board regarding their newly established taxi modernization and ride-hailing service regulations.

At the outset, I note that as the organization that manages Vancouver International Airport, Vancouver Airport Authority does not have authority over the considerations outlined in the resolution. Those are exclusive to and shared between the Passenger Transportation Board and Ministry of Transportation and Infrastructure through the Passenger Transportation Branch.

With that said, Vancouver Airport Authority does support the collection of data from taxi and ride-hailing companies, as mandated by Bill 55. In our discussions with the Passenger Transportation Branch and Province, we have encouraged them to share that data with the Vancouver Airport Authority so we can make data-driven decisions in the future.

Vancouver Airport Authority supports the introduction of greater transportation options for passengers coming to and from the airport. We have made significant progress with preparing our operations for the introduction of ride-hailing services and would be pleased to meet with Richmond staff to share insights that may be helpful as your municipality continues with its preparations.

Thank you for writing and sharing Richmond Council's comments with us.

Sincerely,

A handwritten signature in black ink, appearing to read 'Scott Norris', with a long, sweeping flourish extending to the right.

Scott Norris  
Vice President, Commercial Development

cc: Catharine Read, Chair, Passenger Transportation Board  
Jeremy Wood, Senior Legislative Director, Ministry of Transportation and Infrastructure  
Steven Kaywood, Executive Lead, Taxi Modernization and Ride Hailing, MoTI

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**Response from Minister of Transportation and Infrastructure re City Request to Address Discrepancies between Taxi and TNS Regulations**



TO: MAYOR & EACH COUNCILLOR  
FROM: CITY CLERK'S OFFICE

XR 6460-04  
8275-02

OCT 25 2019

His Worship  
Mayor Malcolm Brodie  
City of Richmond  
6911 No. 3 Road  
Richmond BC V6Y 2C1

Reference: 288954

Dear Mayor Brodie,

**Re: Ride-hailing**

Thank you for your letter of September 13, 2019, regarding the City of Richmond's resolution about ride-hailing services. I appreciated the opportunity to review your thoughts on this matter.

Over the past two years, our government has worked hard to support the modernization of the taxi industry in advance of the introduction of ride-hailing services. In September 2018, the Passenger Transportation Board allowed licensees to increase their fleet size by 15 per cent to give them a head start before ride-hailing companies entered the market. Taxi companies also have the opportunity to use app-based technologies.

As you likely know, decisions about boundaries, fleet sizes and rates for taxis and ride-hailing are made exclusively by the independent Passenger Transportation Board. I know the Board is committed to keeping B.C.'s passenger transportation industry diverse, stable and competitive. Following consultations with the taxi and ride-hailing industries this summer, the Board decided not to initially restrict ride-hail company fleet sizes.

As you are aware, I have written to Board Chair Catharine Read to express my view that the Board should consider the impact its decisions have on the taxi industry and traffic congestion on our roads. The Board has indicated it will monitor ride hailing performance data and may review fleet sizes when the data is available. This data will also allow B.C. to address issues such as congestion, safety and greenhouse gas emissions that some jurisdictions have experienced following a sudden surge in the number of ride-hailing vehicles on the road.

I have confidence that the Board understands its mandate to make passenger transportation decisions in the public interest. The provincial government would like to see the Board revisit the matter in a timely way to ensure the viability of the taxi industry alongside ride-hailing services.

.../2

Ministry of Transportation  
and Infrastructure

Office of the Minister

City of Richmond  
**RECEIVED**  
OCT 25 2019  
MAYOR'S OFFICE

Mailing Address:  
Parliament Buildings  
Victoria BC V8V 1X4

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**CNCL - 155**

**Response from Minister of Transportation and Infrastructure re City Request to  
Address Discrepancies between Taxi and TNS Regulations**

-2-

Regarding your comments about accessibility, new regulations require all rides offered by ride-hailing companies in non-accessible vehicles to include a \$0.30 per trip fee to the provincial government. Accessible vehicles will not be charged this fee. The revenues from the per trip fees will be used to enhance accessible transportation, and the ministry will be working closely with the accessibility community on how best to allocate those funds.

Other new regulations permit side-entry in addition to rear-entry for accessible taxis and ride-hail vehicles, making it easier for more vehicles to become accessible. I know many people with disabilities rely on accessible taxis for their transportation needs, and it is important that this option continue to be available to them. We heard from the taxi industry that the previous rear-entry only requirement created challenges, and we anticipate this change will help increase the supply of accessible vehicles on the streets.

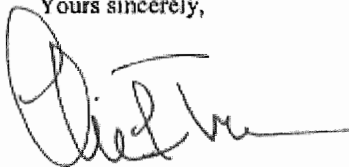
I have ensured Chair Read is aware of your comments regarding in-vehicle cameras, interior trade/dress identifiers, data sharing, low emission vehicle requirements, vehicle age and insurance.

We have taken many steps to ensure the taxi industry remains an important part of our transportation network, and we will continue to work hard to minimize any negative impacts to the taxi industry as ride-hailing is introduced.

If you have any questions, please do not hesitate to contact Steven Haywood, the ministry's Executive Lead for Taxi Modernization and Ride-Hailing. He may be reached at 604 220-7176 or by email at [Steven.Haywood@gov.bc.ca](mailto:Steven.Haywood@gov.bc.ca) and would be pleased to hear from you.

Thank you again for taking the time to write.

Yours sincerely,



Claire Trevena  
Minister

Copy to: Catharine Read, Chair  
Passenger Transportation Board

Steven Haywood, Executive Lead  
Taxi Modernization and Ride-Hailing



Inter-Municipal Business Licence Agreement Bylaw No. 10134

WHEREAS Part 7, Division 3, Section 14 of the Community Charter confers upon the City of Richmond (the "City") the authority to, by bylaw, establish an inter-municipal scheme in relation to on or more matters for which they have authority under the Community Charter or the Local Government Act.

AND WHEREAS this is a Bylaw authorizing the City to enter into an agreement among the participating municipalities, including, but not limited to, the City of Vancouver and the City of Richmond, (collectively, the "Participating Municipalities") regarding an Inter-municipal Transportation Network Services Business Licence Scheme.

NOW THEREFORE, the Council of the City of Richmond, in public meeting, enacts as follows:

- 1. Council authorizes the Chief Administrative Officer and the General Manager, Community Safety to negotiate, execute and deliver an Agreement, between all, or substantially all, of the Participating Municipalities, substantially in the form and substance attached to this Bylaw as Schedule "A".
2. This Bylaw is cited as the "Inter-municipal Business Licence Agreement Bylaw No. 10134".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

Four horizontal lines for signatures or initials.

City of Richmond approval stamp: APPROVED for content by originating dept. (with signature) and APPROVED for legality by Solicitor (with signature).

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

## Schedule "A"

### Schedule A

#### Inter-municipal TNS Business Licence Agreement

WHEREAS the City of Burnaby, the Corporation of Delta, the Corporation of the City of New Westminster, the City of Richmond, the City of Vancouver, the City of Abbotsford, the Village of Anmore, the Bowen Island Municipality, the City of Chilliwack, the City of Coquitlam, the Corporation of the District of Kent, the City of Langley, the Corporation of the Township of Langley, the Village of Lions Bay, the City of Maple Ridge, the Corporation of the City of North Vancouver, the Corporation of the District of North Vancouver, the Corporation of the City of Pitt Meadows, the Corporation of the City of Port Coquitlam, the City of Port Moody, the District of Squamish, the City of Surrey, the City of Vancouver, the Corporation of the District of West Vancouver, the Resort Municipality of Whistler, and the City of White Rock (the "*Participating Municipalities*"), wish to permit transportation network services ("*TNS*") businesses to operate across their jurisdictional boundaries thereby eliminating the need to obtain a separate municipal business licence in each jurisdiction;

NOW THEREFORE the *Participating Municipalities* agree as follows:

1. The *Participating Municipalities* agree to establish an *Inter-municipal TNS Business Licence* scheme among the *Participating Municipalities*, pursuant to section 14 of the *Community Charter* and section 192.1 of the *Vancouver Charter*.
2. The *Participating Municipalities* will request their respective municipal Councils to each ratify this Agreement and enact a by-law to implement an *Inter-municipal TNS Business Licence* scheme effective April 1, 2020.
3. In this Agreement:

"*Accessible Vehicle*" means a motor vehicle designed and manufactured, or converted, for the purpose of transporting persons who use mobility aids;

"*Administrative Costs*" means the direct and indirect costs and investments attributable to setting up and administering the *Inter-municipal TNS Business Licence* scheme, including wages, materials, corporate overhead and rent;

"*Business*" has the same meaning as in the *Community Charter*;

"*Community Charter*" means the *Community Charter*, S.B.C. 2003, c. 26, as may be amended or replaced from time to time;

"*Inter-municipal TNS Business*" means a *TNS Business* that has been licensed to operate in the Region 1 operating area by the Passenger Transportation Board;

"*Inter-municipal TNS Business Licence*" means a business licence which authorizes an *Inter-municipal TNS Business* to be carried on within the jurisdictional boundaries of any or all of the *Participating Municipalities*;



*"Inter-municipal TNS Business Licence By-law"* means the by-law adopted by the Council of each *Participating Municipality* to implement the *Inter-municipal TNS Business Licence* scheme contemplated by this Agreement;

*"Mobility Aid"* has the same meaning as in the *Passenger Transportation Act*, S.B.C 2004, c. 39, as may be amended or replaced from time to time;

*"Municipal Business Licence"* means a licence or permit, other than an *Inter-municipal TNS Business Licence*, issued by a *Participating Municipality* that authorizes a *Business* to be carried on within the jurisdictional boundaries of that *Participating Municipality*;

*"Participating Municipality"* means any one of the *Participating Municipalities*;

*"Premises"* means one or more fixed or permanent locations where the *TNS Business* ordinarily carries on *Business*;

*"TNS Business"* means a person carrying on the business of providing *Transportation Network Services*;

*"Transportation Network Services"* has the same meaning as in the *Passenger Transportation Act*, S.B.C 2004, c. 39, as may be amended or replaced from time to time;

*"Vancouver Charter"* means the *Vancouver Charter*, S.B.C. 1953, c. 55, as may be amended or replaced from time to time; and

*"Zero Emission Vehicle"* means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source.

4. Subject to the provisions of the *Inter-municipal TNS Business Licence By-law*, each *Participating Municipality* will permit a *TNS Business* that has obtained an *Inter-municipal TNS Business Licence* to carry on the *Business* of providing *Transportation Network Services* within that *Participating Municipality* for the term authorized by the *Inter-municipal TNS Business Licence* without obtaining a *Municipal Business Licence* for the *TNS Business* in that *Participating Municipality*.

5. All *Inter-municipal TNS Business Licences* will be issued by the City of Vancouver.

6. The City of Vancouver may issue an *Inter-municipal TNS Business Licence* to a *TNS Business* if the *TNS Business* is an *Inter-municipal TNS Business* and meets the requirements of the *Inter-municipal TNS Business Licence By-law*, in addition to the requirements of the City of Vancouver's License By-law No. 4450.

7. Notwithstanding that a *TNS Business* may hold an *Inter-municipal TNS Business Licence* that would make it unnecessary to obtain a *Municipal Business Licence* for the *TNS Business* in the *Participating Municipalities*, the *TNS Business* must still comply with all orders and regulations under any municipal business licence by-law in addition to those under any other by-laws, regulations, or provincial or federal laws that may apply within any jurisdiction in which the *TNS Business* carries on *Business*.

8. Any *Participating Municipality* may require that the holder of an *Inter-municipal TNS Business Licence* also obtain a *Municipal Business Licence* for any *Premises* that are maintained by the licence holder within the jurisdiction of the *Participating Municipality*.

9. The annual *Inter-municipal TNS Business Licence* fee is \$155, plus \$150 for each vehicle operating under the authority of the *Inter-municipal TNS Business*, except that the per vehicle fee for *Zero Emission Vehicles* will be \$30, and there will be no per vehicle fee charged for *Accessible Vehicles*. Any fees paid by an applicant to any *Participating Municipality* for a *Municipal Business Licence* for the *TNS Business* prior to the availability of the *Inter-municipal TNS Business Licence* that are not refunded by that *Participating Municipality* will be credited against the initial *Inter-municipal TNS Business Licence* fee owing under this section 9.

10. The fee for any additional vehicles that begin operating under the authority of an *Inter-municipal TNS Business License* holder after the annual license fee is paid will be the per vehicle fee set out in section 9, pro-rated by dividing the applicable annual per vehicle fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.

11. The City of Vancouver will distribute the revenue generated from *Inter-municipal TNS Business Licence* fees amongst all *Participating Municipalities* based on the City of Vancouver retaining an amount to cover its *Administrative Costs*, with the remaining fees to be distributed proportionally to the *Participating Municipalities*, including the City of Vancouver, based on the number of pick-ups and drop-offs in that *Participating Municipality*. The City of Vancouver will provide the other *Participating Municipalities* with an itemized accounting of the fees collected and disbursed, including an accounting of its *Administrative Costs*, at the time it distributes the remaining fees to those *Participating Municipalities*.

12. If the revenue generated from *Inter-municipal TNS Business Licence* fees in the initial year is insufficient to cover the *Administrative Costs* relating to the initial set up of the scheme, then the City of Vancouver may retain such portion of the *Inter-municipal TNS Business Licence* fees collected in the subsequent year or years as is necessary to reimburse the City of Vancouver for such initial *Administrative Costs*, until the full amount has been recovered.

13. Any revenue payable to a *Participating Municipality* in the initial year will be offset by any fees collected and not refunded by that *Participating Municipality* for a *Municipal Business License* for the *TNS Business* prior to the availability of the *Inter-municipal TNS Business Licence*, and if the fees collected by the *Participating Municipality* exceed the amount owing to that *Participating Municipality*, then that *Participating Municipality* shall remit the difference to the City of Vancouver for inclusion in the revenue distribution set out above.

14. The revenue generated from *Inter-municipal TNS Business Licence* fees collected from January 1 to December 31 inclusive that is to be distributed to the *Participating Municipalities* in accordance with section 11, including the fees collected for any additional vehicles under section 10, will be distributed by the City of Vancouver by February 28 of the year following the year in which fees were collected.

15. The length of term of an *Inter-municipal TNS Business Licence* is 12 months, except that the length of term of the initial *Inter-municipal TNS Business Licence* issued to an *Inter-municipal TNS Business* by the City of Vancouver may be less than 12 months in order to harmonize the expiry date of the *Intermunicipal TNS Business Licence* with the calendar year, in which case the annual fee will be pro-rated by dividing the applicable annual license fee by 12

and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.

16. An *Inter-municipal TNS Business Licence* will be valid within the jurisdictional boundaries of all of the *Participating Municipalities* until its term expires, unless the *Inter-municipal TNS Business Licence* is suspended or cancelled. If a *Participating Municipality* withdraws from the *Inter-municipal TNS Business Licence* scheme among the *Participating Municipalities* in accordance with the *Inter-municipal TNS Business Licence By-law*, then the *Inter-municipal TNS Business Licence* will cease to be valid within the jurisdictional boundary of that former *Participating Municipality*.

17. A *Participating Municipality* may exercise the authority of the City of Vancouver as the issuing municipality and suspend an *Inter-municipal TNS Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to suspend a business licence under the *Community Charter* or *Vancouver Charter* or under the business licence by-law of the *Participating Municipality*. The suspension will be in effect throughout all of the *Participating Municipalities* and it will be unlawful for the holder to carry on the *Business* authorized by the *Inter-municipal TNS Business Licence* in any *Participating Municipality* for the period of the suspension.

18. A *Participating Municipality* may exercise the authority of the of the City of Vancouver as the issuing municipality and cancel an *Inter-municipal TNS Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to cancel a business licence under the *Community Charter* or *Vancouver Charter* or the business licence by-law of the *Participating Municipality*. The cancellation will be in effect throughout all of the *Participating Municipalities*.

19. The suspension or cancellation of an *Inter-municipal TNS Business Licence* under section 17 or 18 will not affect the authority of a *Participating Municipality* to issue a *Municipal Business Licence*, other than an *Inter-municipal TNS Business Licence*, to the holder of the suspended or cancelled *Inter-municipal TNS Business Licence*.

20. Nothing in this Agreement affects the authority of a *Participating Municipality* to suspend or cancel any *Municipal Business Licence* issued by that municipality or to enact regulations in respect of any category of *Business* under section 15 of the *Community Charter* or sections 272, 273, 279A, 279A.1, 279B, and 279C of the *Vancouver Charter*.

21. A *Participating Municipality* may, by notice in writing to each of the other *Participating Municipalities*, withdraw from the *Inter-municipal TNS Business Licence* scheme among the *Participating Municipalities*, and the notice must:

- (a) set out the date on which the withdrawing municipality will no longer recognize the validity within its boundaries of *Inter-municipal TNS Business Licences*, which date must be at least six months from the date of the notice; and
- (b) include a certified copy of the municipal Council resolution or by-law authorizing the municipality's withdrawal from the *Inter-municipal TNS Business Licence* scheme.

22. Nothing contained or implied in this Agreement shall fetter in any way the discretion of the Councils of the *Participating Municipalities*. Further, nothing contained or implied in this

Agreement shall prejudice or affect the *Participating Municipalities'* rights, powers, duties or obligations in the exercise of their functions pursuant to the *Community Charter, Vancouver Charter, or the Local Government Act*, as amended or replaced from time to time, or act to fetter or otherwise affect the *Participating Municipalities'* discretion, and the rights, powers, duties and obligations under all public and private statutes, by-laws, orders and regulations, which may be, if each *Participating Municipality* so elects, as fully and effectively exercised as if this Agreement had not been executed and delivered by the *Participating Municipalities*.

23. Despite any other provision of this Agreement, an *Inter-municipal TNS Business Licence* granted in accordance with the *Inter-municipal TNS Business Licence Bylaw* does not grant the holder a licence to operate in any jurisdiction other than within the jurisdictional boundaries of the *Participating Municipalities*. Furthermore, a business licence granted under any other inter-municipal *TNS Business* licence scheme is deemed not to exist for the purposes of this Agreement even if a *Participating Municipality* is a participating member of the other inter-municipal *TNS Business* licence scheme.

24. This Agreement may be executed in several counterparts, each of which shall be deemed to be an original, and may be delivered by email or facsimile transmission, and each such counterpart, howsoever delivered, shall be deemed to be an original. Such counterparts together shall constitute one and the same instrument, notwithstanding that all of the *Participating Municipalities* are not signatories to the original or the same counterpart.

25. In the event that the municipal Council of a *Participating Municipality* other than the City of Vancouver does not ratify this Agreement, then that municipality will not be considered a *Participating Municipality* for the purposes of this Agreement, and the terms and conditions of this Agreement shall be effective as among the other *Participating Municipalities*.

Signed and delivered on behalf of the *Participating Municipalities*, the Councils of each of which have, by By-law, ratified this Agreement and authorized their signatories to sign on behalf of the respective Councils, on the dates indicated below.

The City of Abbotsford

Mayor \_\_\_\_\_

Clerk \_\_\_\_\_

Date \_\_\_\_\_

The Village of Anmore

Mayor \_\_\_\_\_

Chief Administrative Officer \_\_\_\_\_

Date \_\_\_\_\_

The Bowen Island Municipality

Mayor \_\_\_\_\_

Corporate Officer \_\_\_\_\_

Date \_\_\_\_\_

City of Burnaby

City Clerk \_\_\_\_\_

Date \_\_\_\_\_

The City of Chilliwack

Mayor \_\_\_\_\_

Clerk \_\_\_\_\_

Date \_\_\_\_\_

The City of Coquitlam

Mayor \_\_\_\_\_

Clerk \_\_\_\_\_

Date \_\_\_\_\_

The Corporation of Delta

Mayor \_\_\_\_\_

Clerk \_\_\_\_\_

Date \_\_\_\_\_

The Corporation of the District of Kent

Mayor \_\_\_\_\_

Chief Administrative Officer \_\_\_\_\_

Date \_\_\_\_\_

The City of Langley

Mayor \_\_\_\_\_

Corporate Officer \_\_\_\_\_

Date \_\_\_\_\_

The Corporation of the Township of Langley

Mayor \_\_\_\_\_

Township Clerk \_\_\_\_\_

Date \_\_\_\_\_

The Village of Lions Bay

Mayor \_\_\_\_\_

Corporate Officer \_\_\_\_\_

Date \_\_\_\_\_

The City of Maple Ridge

Mayor \_\_\_\_\_

Clerk \_\_\_\_\_

Date \_\_\_\_\_

The Corporation of the City of New Westminster

Mayor \_\_\_\_\_

City Clerk \_\_\_\_\_

Date \_\_\_\_\_

The Corporation of the City of North Vancouver

Mayor \_\_\_\_\_

Clerk \_\_\_\_\_

Date \_\_\_\_\_

The Corporation of the District of North Vancouver

Mayor \_\_\_\_\_

Clerk \_\_\_\_\_

Date \_\_\_\_\_

The Corporation of the City of Pitt Meadows

Mayor \_\_\_\_\_

City Clerk \_\_\_\_\_

Date \_\_\_\_\_

The Corporation of the City of Port Coquitlam

Mayor \_\_\_\_\_

Clerk \_\_\_\_\_

Date \_\_\_\_\_

The City of Port Moody

Mayor \_\_\_\_\_

City Clerk \_\_\_\_\_

Date \_\_\_\_\_

The City of Richmond

Chief Administrative Officer \_\_\_\_\_

General Manager  
Community Safety \_\_\_\_\_

Date \_\_\_\_\_

The District of Squamish

Mayor \_\_\_\_\_

Corporate Officer \_\_\_\_\_

Date \_\_\_\_\_

The City of Surrey

Mayor \_\_\_\_\_

City Clerk \_\_\_\_\_

Date \_\_\_\_\_

The City of Vancouver

Director of Legal Services \_\_\_\_\_

Date \_\_\_\_\_



The Corporation of the District of West Vancouver

Mayor \_\_\_\_\_

Corporate Officer \_\_\_\_\_

Date \_\_\_\_\_

The Resort Municipality of Whistler

Mayor \_\_\_\_\_

Municipal Clerk \_\_\_\_\_

Date \_\_\_\_\_

The City of White Rock

Mayor \_\_\_\_\_

Corporate Officer \_\_\_\_\_

Date \_\_\_\_\_



**Inter-Municipal Business Licence Bylaw No. 10159  
(Ride Hailing)**

**WHEREAS** the municipalities that have entered or will enter into the Inter-municipal TNS Business Licence Agreement (collectively, the “**Participating Municipalities**”) wish to permit licensed transportation network services (“TNS”) businesses to operate across their jurisdictional boundaries thereby eliminating the need to obtain a separate municipal business licence in each jurisdiction;

**AND WHEREAS** each of the **Participating Municipalities** has or will adopt a similar bylaw to implement the **Inter-municipal TNS Business Licence** scheme;

**NOW THEREFORE**, the Council of the City of Richmond, in public meeting, enacts as follows:

1. There is hereby established an **Inter-municipal TNS Business Licence** scheme among the **Participating Municipalities**, pursuant to section 14 of the **Community Charter** and section 192.1 of the **Vancouver Charter**.

2. In this Bylaw:

**ACCESSIBLE VEHICLE** means a motor vehicle designed and manufactured, or converted, for the purpose of transporting persons who use **Mobility Aids**;

**BUSINESS** has the same meaning as in the **Community Charter**;

**COMMUNITY CHARTER** means the *Community Charter*, S.B.C. 2003, c. 26, as may be amended or replaced from time to time;

**INTER-MUNICIPAL TNS BUSINESS** means a **TNS Business** that has been licensed to operate in the Region 1 operating area by the Passenger Transportation Board;

**INTER-MUNICIPAL TNS BUSINESS LICENCE** means a business licence which authorizes an **Inter-municipal TNS Business** to be carried on within the jurisdictional boundaries of any or all of the **Participating Municipalities**;

**MOBILITY AID** has the same meaning as in the *Passenger Transportation Act*, S.B.C 2004, c. 39. as may be amended or replaced

from time to time;

**MUNICIPAL BUSINESS LICENCE** means a licence or permit, other than an **Inter-municipal TNS Business Licence**, issued by a **Participating Municipality** that authorizes a **Business** to be carried on within the jurisdictional boundaries of that **Participating Municipality**;

**PARTICIPATING MUNICIPALITY** means any one of the **Participating Municipalities**;

**PREMISES** means one or more fixed or permanent locations where the **TNS Business** ordinarily carries on **Business**;

**TNS BUSINESS** means a person carrying on the business of providing **Transportation Network Services**;

**TRANSPORTATION NETWORK SERVICES** has the same meaning as in the *Passenger Transportation Act*, S.B.C 2004, c. 39, as may be amended or replaced from time to time;

**VANCOUVER CHARTER** means the *Vancouver Charter*, S.B.C. 1953, c. 55, as may be amended or replaced from time to time; and

**ZERO EMISSION VEHICLE** means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source.

3. Subject to the provisions of this Bylaw, each **Participating Municipality** will permit a **TNS Business** that has obtained an **Inter-municipal TNS Business Licence** to carry on the **Business** of providing **Transportation Network Services** within that **Participating Municipality** for the term authorized by the **Inter-municipal TNS Business Licence** without obtaining a **Municipal Business Licence** for the **TNS Business** in that **Participating Municipality**.
4. All **Inter-municipal TNS Business Licences** will be issued by the City of Vancouver.
5. The City of Vancouver may issue an **Inter-municipal TNS Business Licence** to an **TNS Business** if the **TNS Business** is an **Inter-municipal TNS Business** and meets the requirements of this Bylaw, in addition to the requirements of the City of Vancouver’s License By-law No. 4450.
6. Notwithstanding that a **TNS Business** may hold an **Inter-municipal TNS Business Licence** that would make it unnecessary to obtain a **Municipal Business Licence** for the **TNS Business** in the **Participating Municipalities**, the **TNS Business** must still

comply with all orders and regulations under any municipal business licence by-law in addition to those under any other by-laws, regulations, or provincial or federal laws that may apply within any jurisdiction in which the **TNS Business** carries on **Business**.

7. Any **Participating Municipality** may require that the holder of an **Inter-municipal TNS Business Licence** also obtain a **Municipal Business Licence** for any **Premises** that are maintained by the licence holder within the jurisdiction of the **Participating Municipality**.
8. The annual **Inter-municipal TNS Business Licence** fee is \$155, plus \$150 for each vehicle operating under the authority of the **Inter-municipal TNS Business**, except that the per vehicle fee for **Zero Emission Vehicles** will be \$30, and there will be no per vehicle fee charged for **Accessible Vehicles**. Any fees paid by an applicant to any **Participating Municipality** for a **Municipal Business Licence** for the **TNS Business** prior to the availability of the **Inter-municipal TNS Business Licence** that are not refunded by that **Participating Municipality** will be credited against the initial **Inter-municipal TNS Business Licence** fee owing under this section 8.
9. The fee for any additional vehicles that begin operating under the authority of an **Inter-municipal TNS Business License** holder after the annual license fee is paid will be the per vehicle fee set out in section 8, pro-rated by dividing the applicable annual per vehicle fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.
10. The length of term of an **Inter-municipal TNS Business Licence** is 12 months, except that the length of term of the initial **Inter-municipal TNS Business Licence** issued to an **Inter-municipal TNS Business** by the City of Vancouver may be less than 12 months in order to harmonize the expiry date of the **Inter-municipal TNS Business Licence** with the calendar year, in which case the annual fee will be pro-rated by dividing the applicable annual license fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.
11. An **Inter-municipal TNS Business Licence** will be valid within the jurisdictional boundaries of all of the **Participating Municipalities** until its term expires, unless the **Inter-municipal TNS Business Licence** is suspended or cancelled. If a **Participating Municipality** withdraws from the **Inter-municipal TNS Business Licence** scheme among the **Participating Municipalities** in accordance with this Bylaw, then the **Inter-municipal TNS Business Licence** will cease to be valid within the jurisdictional boundary of that former **Participating Municipality**.
12. A **Participating Municipality** may exercise the authority of the City of Vancouver as the issuing municipality and suspend an **Inter-municipal TNS Business Licence** in relation to conduct by the holder within the **Participating Municipality** which would give rise to the power to suspend a business licence under the **Community Charter**

- or **Vancouver Charter** or under the business licence bylaw of the **Participating Municipality**. The suspension will be in effect throughout all of the **Participating Municipalities** and it will be unlawful for the holder to carry on the **Business** authorized by the **Inter-municipal TNS Business Licence** in any **Participating Municipality** for the period of the suspension.
13. A **Participating Municipality** may exercise the authority of the City of Vancouver as the issuing municipality and cancel an **Inter-municipal TNS Business Licence** in relation to conduct by the holder within the **Participating Municipality** which would give rise to the power to cancel a business licence under the **Community Charter** or **Vancouver Charter** or the business licence bylaw of the **Participating Municipality**. The cancellation will be in effect throughout all of the **Participating Municipalities**.
  14. The suspension or cancellation of an **Inter-municipal TNS Business Licence** under section 12 or 13 will not affect the authority of a **Participating Municipality** to issue a **Municipal Business Licence**, other than an **Inter-municipal TNS Business Licence**, to the holder of the suspended or cancelled **Inter-municipal TNS Business Licence**.
  15. Nothing in this Bylaw affects the authority of a **Participating Municipality** to suspend or cancel any **Municipal Business Licence** issued by that municipality or to enact regulations in respect of any category of **Business** under section 15 of the **Community Charter** or sections 272, 273, 279A, 279A.1, 279B, and 279C of the **Vancouver Charter**.
  16. A **Participating Municipality** may, by notice in writing to each of the other **Participating Municipalities**, withdraw from the **Inter-municipal TNS Business Licence** scheme among the **Participating Municipalities**, and the notice must:
    - a. set out the date on which the withdrawing municipality will no longer recognize the validity within its boundaries of **Inter-municipal TNS Business Licences**, which date must be at least six months from the date of the notice; and
    - b. include a certified copy of the municipal Council resolution or bylaw authorizing the municipality's withdrawal from the **Inter-municipal TNS Business Licence** scheme.
  17. The invalidity or unenforceability of any provision of this Bylaw shall not affect the validity or enforceability of any other provisions of this Bylaw and any such invalid or unenforceable provision shall be deemed to be severable.
  18. Despite any other provision of this Bylaw, an **Inter-municipal TNS Business Licence** granted in accordance with this Bylaw does not grant the holder a licence to operate in any jurisdiction other than within the jurisdictional boundaries of the **Participating Municipalities**.

- 19. A business licence granted under any other inter-municipal **TNS Business** licence scheme is deemed not to exist for the purposes of this Bylaw, even if a **Participating Municipality** is a participating member of the other inter-municipal **TNS Business** licence scheme.
- 20. This Bylaw is cited as the "**Inter-municipal Business Licence Bylaw No. 10159**", and is effective April 1, 2020.

FIRST READING

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SECOND READING

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THIRD READING

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ADOPTED

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CITY OF RICHMOND
APPROVED for content by originating dept. <i>[Signature]</i>
APPROVED for legality by Solicitor <i>[Signature]</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER