



# City of Richmond

## Report to Committee

**To:** Public Works & Transportation Committee      **Date:** June 28, 2013  
**From:** Victor Wei, P. Eng.      **File:** 12-8275-02/2013-Vol  
 Director, Transportation      01  
 Glenn McLaughlin  
 Chief Licence Inspector & Risk Manager  
**Re:** **APPLICATION BY GARDEN CITY CABS TO PASSENGER TRANSPORTATION BOARD**

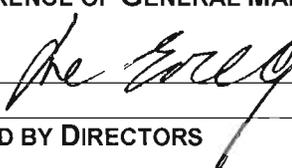
### Staff Recommendation

1. That a letter be sent to the Chair of the Passenger Transportation Board of BC:
  - expressing the City's concern with the potential erosion of taxicab service within Richmond should the application from Garden City Cabs be approved in whole; and
  - requesting that the application be approved in part with the number of additional five accessible vehicles to be associated only with the specific service area of Richmond including Vancouver International Airport, with all other fleet vehicles continuing to be excluded from servicing YVR.
2. Should the Passenger Transportation Board approve an increase in the number of accessible and conventional taxicabs, that staff be directed to bring forward a bylaw amendment to the Business Licence Bylaw to increase the number of licensed Vehicle for Hire vehicles regulated under the Vehicle for Hire Bylaw.

  
 Victor Wei, P. Eng.  
 Director, Transportation  
 (604-276-4131)

  
 W. Glenn McLaughlin  
 Chief Licence Inspector & Risk Manager  
 (604-276-4136)

Att. 4

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
	
REVIEWED BY DIRECTORS	INITIALS: 
REVIEWED BY CAO	INITIALS: 

## Staff Report

### Origin

The City received notice (see **Attachment 1**) on June 14, 2013 from legal counsel for Garden City Cabs that the company has applied to the provincial Passenger Transportation Board (PTB) to add a total of nine taxicab licences, of which five vehicles would serve Vancouver International Airport (YVR) on a full-time basis. The application process allows an opportunity for the City to provide comments to the PTB. This report recommends that the City advise the PTB of its concerns with the potential negative impacts to taxicab service within Richmond should the application be approved in whole, which could allow the company in the future to allocate more of its fleet to serve YVR without requiring further PTB approval or input from the City.

### Analysis

#### 1. City Regulation of Taxicabs

The City regulates the number of taxicabs in Richmond through the Business Licence Bylaw. Increasing the number of licensed taxis in Richmond would require an amendment to this Bylaw. The City defaults to the review and diligence of the PTB in the determination of the demand for additional taxi licenses but retains the ability and authority to make its own determination to issue the required Business Licence to permit their respective operation in the city.

#### 2. Current Licence Conditions of Garden City Cabs

Following a lengthy hearing held during December 2007 through March 2008 regarding an application by Garden City Cabs to begin new taxicab operations in Richmond, the PTB granted authorization in June 2008 for the company to operate a maximum of 30 vehicles, of which 12 must be accessible, with a specific restriction to its service area that precludes the transportation of passengers originating from Vancouver International Airport (YVR). The operating restriction was a key factor in the PTB's decision to grant authorization:

*"In addition, the applicant clearly and repeatedly stated its intent to operate within, and to serve, the City of Richmond, to the exclusion of YVR. The panel's determination of public need in consideration of this application is based on this operating configuration, and the terms and conditions of licence will reflect such a restriction."*

#### 3. Application by Garden City Cabs

The Municipal Notice indicates that of the nine additional requested vehicles, four would be for conventional vehicles that would service Richmond excluding YVR, which is consistent with its existing licence conditions. The five accessible vehicles would service the main terminal of YVR, which would require a change to its existing licence conditions to permit the transportation of passengers originating from points within the City of Richmond including YVR.

However, the Application Summary published by PTB in the June 12, 2013 edition of its Weekly Bulletin (see **Attachment 2**) states that the application is to:

- *Change the Originating area for Service 1 by removing “excluding the Vancouver International Airport”*
- *Add 9 vehicles (4 conventional & 5 accessible). New fleet size would be 39 vehicles of which 22 may be conventional; all others must be accessible taxis.*

There is no indication in the Application Summary that the change to the originating area by removing “excluding YVR” is to apply only to the five additional accessible vehicles as indicated on the Municipal Notice. Staff sought clarification of this issue with the PTB who advised that Garden City Cabs indicated in its application materials that it was “*applying to add the right to pick up fares at the Vancouver International Airport and to add 9 vehicles – 4 conventional; 5 accessible.*” The application summary that appeared in the Weekly Bulletin was based on that information. PTB staff further advised that “*Garden City later expanded on its application, indicating that YVR is prepared to allow 5 accessible taxis to pick up at YVR and that “Garden City plans to add 5 accessible taxis that will work full time at the YVR terminals.”*”

In a letter to staff (see **Attachment 3**), legal counsel for Garden City Cabs reiterated that, should the application be approved, the intent of the company is to operate only the five additional accessible vehicles at YVR with the remaining 30 vehicles continuing to operate in Richmond excluding YVR. Legal counsel for Garden City Cabs also provided staff with an extract of its letter sent to the PTB in response to objections filed by nine metro Vancouver taxi companies to the application by Garden City Cabs (see **Attachment 4**). This extract indicates that Garden City Cabs would be willing to accept a specific licence restriction limiting the company’s origination of fares at YVR to the five additional accessible vehicles being sought.

**4. YVR Regulation of Taxicabs**

The Vancouver Airport Authority (VAA) licences taxis to line up at the airport for passenger pick-ups through a contracting process with individual companies. As shown in Table 1, a total of 16 companies with 525 taxicabs are licensed to operate at YVR including the other two taxicab companies based in Richmond: Kimber Cabs and Richmond Taxi. Currently, 18 of Kimber Cab’s total of 21 vehicles and 74 of Richmond Taxi’s total of 83 vehicles may operate at YVR.

**Table 1: Taxi Companies that Operate at YVR**

<b>Taxi Company</b>	<b>Licences</b>
Bonny's	81
Black Top	5
Coquitlam	30
Delta Sunshine	54
Guildford	17
Kimber	18
MacLure's	29
Newton-Whalley	16
North Shore	31
Richmond Taxi	74
Royal City	9
Sunshine	28
Surdell Kennedy	40
Vancouver	3
White Rock	28
Yellow	62
<b>Total</b>	<b>525</b>

Per the operating conditions of the contracts with VAA, each vehicle must execute a minimum of 45 trips monthly, which is verified through the use of transponders in the vehicles. Richmond Taxi and Kimber Cabs are the only companies that may serve the south terminal and both are required to supply a minimum of four and one vehicles respectively at the curb with mandatory use and access to a GPS system.

VAA staff advise that the process to add new companies and/or issue additional licences to operate at YVR is undertaken relatively infrequently and typically occurs as part of the renewal process of the 5-year term agreements with the taxicab companies. During the most recent renewals of the agreements, no additional licences were added in 2008 and the June 2013 renewal will increase the number of additional licences by five to 530 should the application by Garden City Cabs be approved.

With respect to the Garden City Cabs application to operate five accessible vehicles at YVR, VAA staff advise that the application is supported for the following reasons:

- the company's geographical proximity to the airport allows for faster customer response should there be a sudden demand for more taxicabs at the airport;
- a high percentage of customer outbound trips are destined for Richmond and a local company is viewed as having better knowledge of the area and thus better service levels;
- taxicab account holders expect to be able to access all local taxi companies (i.e., all those based in Richmond) when departing the airport;
- business peaks at YVR are different from those within Richmond such that a local company can serve both markets; and
- the company is well-established with a good reputation and, in terms of equitable access, a local company in particular should not be excluded from operating at YVR.

## **5. PTB Consideration of Application**

PTB staff advise that a panel of the Board reviews all the application materials prior to making a decision. The Board may approve, in whole or in part, or refuse an application. If the application were approved in whole, then the service area exclusion would be removed and Garden City Cabs could allocate its vehicles as it chooses, subject to any agreements with third parties such as VAA.

If the application were approved in part, the Board would set different terms and conditions of licence from those that were published. For example, the Board has, in the past, specified the number of vehicles that may be associated with a specific service area or tied its approval of additional vehicles to a specific contract, including an airport contract.

## **6. Staff Comments**

If the application was approved by the PTB in whole, then all 39 vehicles in Garden City Cabs' fleet would be permitted to service the airport subject to VAA granting the additional licences. Notwithstanding Garden City Cabs' stated current commitment to operate only the five additional accessible vehicles at YVR, the complete removal of the service area restriction would allow the company in the future to allocate more of its fleet to serve YVR (assuming VAA issues more licences) without requiring PTB approval or input from the City. This potential scenario could be detrimental to taxicab service within Richmond as there would be fewer vehicles available to serve the community.

The application is supportable, for the reasons stated by VAA staff in Section 4 and the potential increase in taxis to serve the community, on the condition that the removal of the service area restriction is applied only to the new additional accessible vehicles as indicated by legal counsel for Garden City Cabs in Attachment 4. Accordingly, staff recommend that the City provide a submission to the PTB regarding the application by Garden City Cabs that:

- expresses the City's concern with the potential erosion of taxicab service within Richmond should the application from Garden City Cabs be approved in whole; and
- requests that the application be approved in part with the five additional accessible vehicles to be associated only with the specific service area of Richmond including YVR, with all

other fleet vehicles (i.e., the original 30 vehicles plus the additional four conventional vehicles) continuing to be excluded from servicing YVR.

The effect of the application being approved in part as proposed above would ensure that any future efforts of Garden City Cabs to allocate more taxis to serve YVR would require an application to the PTB and thus municipal consultation and input into the approval process.

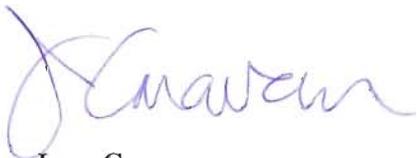
Should the Passenger Transportation Board approve the application, staff would bring forward a bylaw amendment to the Business Licence Bylaw to increase the number of licensed Vehicle for Hire vehicles regulated under the Vehicle for Hire Bylaw.

### **Financial Impact**

None.

### **Conclusion**

The submission of City comments to the Passenger Transportation Board with respect to the application by Garden City Cabs for additional vehicles as well as the ability to serve YVR would assist the Board in considering the potential negative impacts to taxicab service levels within Richmond during its decision process.



Joan Caravan  
Transportation Planner  
(604-276-4035)

JC:lce

## Municipal Notice | Taxi Applications PT Board Form 4

**About this Form:**

The form has 2 pages. It must be completed by:

- ✓ Licensees applying to operate a taxi in a new municipality (see Part 1)
- ✓ Licensees applying to add more taxis to their fleet (see Part 1)
- ✓ New applicants applying to start a taxi service (see Part 2)

**Applicants must:**

- (a) send completed forms to each municipality where they are licensed (or seek a licence) to pick up passengers, and
- (b) include copies of the forms in their application package.

**Note:** The Passenger Transportation Board sends applicants a copy of any negative comments it receives from a municipality. Applicants will have a chance to send their comments to the Board.

**NOTICE****To: Chief Administrative Officer**

City of Richmond  
 \_\_\_\_\_  
*Name of Municipality*

June 12, 2013  
 \_\_\_\_\_  
*Date*

**Please be advised that** the Licensee or New Applicant listed on page 2 of this Notice is applying to the **Passenger Transportation Board** to provide taxi service in your municipality.

A municipality may send comments about this application or taxi services in general to the Passenger Transportation Board by:

Fax: (250) 953-3788  
 E-mail: [ptboard@gov.bc.ca](mailto:ptboard@gov.bc.ca)  
 Mail: PO Box 9850 STN PROV GOVT  
 Victoria British Columbia V8W 9T5

We recommend that municipalities comment **within 30 days** of receipt of this notice. This should ensure that comments are received on time.

After an applicant sends its municipal notices and submits its application, the Board publishes the application in the Board's "Weekly Bulletin." Bulletins are published on Wednesdays. They may be viewed online at: <http://www.th.gov.bc.ca/ptb/bulletins.htm>. The Board will consider any comments received up until 15 days after publication in the "Weekly Bulletin".

To confirm whether the comment period is still open, municipal representatives can call the Board office at 250-953-3777 or email [ptboard@gov.bc.ca](mailto:ptboard@gov.bc.ca).

**Part 1: To be completed by PT Licensees**

**Licensee**

Legal Name: Garden City Cabs of Richmond Ltd.

Trade Name: Garden City Cabs

PT Licence Number: 71373

**Fleet Size (Taxis only)**

Current Number of Conventional Taxis: 18

Current Number of Accessible Taxis: 12

Number of Additional Conventional Taxis Requested: 4

Number of Additional Accessible Taxis Requested: 5 (to service YVR Main Terminal)

**Operating Area (check one)**

I operate in this municipality (current licence prevents pick up of passengers at Vancouver International Airport)

I am applying to operate in this municipality \_\_\_\_\_

My total originating area is: City of Richmond - if application approved, Garden City Cabs will be permitted to add 5 accessible cabs to its fleet that will pick up passengers at the YVR Main Terminal and 4 conventional taxis that will pick up passengers in the City of Richmond proper.

**Part 2: To be completed by new applicants**

**Applicant**

Legal Name: \_\_\_\_\_

Trade Name: \_\_\_\_\_

**Fleet Size Requested**

Number of Conventional Taxis: \_\_\_\_\_

Number of Accessible Taxis: \_\_\_\_\_

**Operating Area**

The originating area I'm applying for is:  
*(please list all municipalities and areas)*

\_\_\_\_\_



TRANSPORTATION BOARD 202-940 BLANSHARD STREET • PO BOX 9850 STN PROV GOVT • VICTORIA BC V8W 9T5

## Application Summary

### Taxi - Amendment to Licence

<b>Application #</b>	109-13	<b>Applicant</b>	Garden City Cabs of Richmond Ltd.
<b>Trade Name (s)</b>	Garden City Cabs		
<b>Principals</b>	HUNDAL, Surinderjit S. RANDHAWA, Paramjit S.	PUREWAL, Amrik S. WAHLLA, Joginder S.	
<b>Address</b>	148 – 2633 Viking Way, Richmond BC V6V 3B6		
<b>Current Licence</b>	71373 (copy attached)		
<b>Application Summary</b>	<ul style="list-style-type: none"> <li>• Change Originating area for Service 1 by removing “excluding the Vancouver International Airport”</li> <li>• Add 9 vehicles (4 conventional &amp; 5 accessible). New fleet size would be 39 vehicles of which 22 may be conventional; all others must be accessible taxis.</li> </ul>		

*The applicant seeks the following new terms and conditions of licence.*

<b>Special Authorization:</b>	<b>Passenger Directed Vehicle (PDV)</b>
<b>Terms &amp; Conditions:</b>	
Maximum Fleet Size:	39 motor vehicles of which a maximum of 22 may be conventional taxis. All other vehicles are accessible taxis.
Vehicle Mix Requirements:	At all times, the licensee must operate a fleet of vehicles with where the mix of vehicles is at a <u>minimum</u> ratio of 3 to 1 conventional taxis to accessible taxis.
Minimum Operating Requirement:	A minimum of two wheel chair accessible vehicles in the fleet must be available to serve passengers originating in the City of Richmond 24 hours a day, 7 days a week.
Flip Seat Authorization:	Passengers may be seated in moveable “flip seats” or “let down seats” that are installed behind the driver in accordance with Division 10.07(5) of the Motor Vehicle Act Regulations.
Service Priority Limitation:	Persons with mobility aids who require the accessible taxi for transportation purposes are priority clients for the dispatch of accessible taxis. The applicant must at all times use a dispatch and reservation system that dispatches accessible taxis on a priority basis to clients who have a need for accessible vehicles.
Specialty Vehicles:	The <b>accessible taxis</b> must be operated in accordance with the <i>Motor Vehicle Act Regulations</i> including Division 10 ( <i>motor carriers</i> ) and Division 44 ( <i>mobility</i>

Page 1

	<i>aid accessible taxi standards</i> ), as amended from time to time, and in accordance with any other applicable equipment regulations and standards.
Eco-Friendly Taxis:	Any additional conventional taxis approved for this licence on or after May 16, 2007 and for which a passenger transportation identifier is issued, must be operated as 'eco-friendly taxis' as defined by Board Policy Guidelines in effect at the time the vehicle is issued a passenger transportation identifier.
Vehicle Capacity:	A driver and not less than 2 and not more than 7 passengers.
Service 1:	<i>The following terms and conditions apply to Service 1.</i>
Originating Area:	Transportation of passengers may only originate from points within the City of Richmond.
Destination Area:	Transportation of passengers may terminate at any point in British Columbia and beyond the British Columbia border when engaged in an extra-provincial undertaking.
Return Trips:	The same passengers may only be returned from where their <i>return trip</i> terminates in the <i>destination area</i> to any point within the <i>originating area</i> when the <i>return trip</i> is arranged by the time the originating trip terminates.
Reverse Trips:	Transportation of passengers may only originate from the <i>destination area</i> when the transportation terminates within the <i>originating area</i> and the cost of the <i>reverse trip</i> is billed to an active account held by the licence holder that was established before the trip was arranged.
Express Authorizations:	(i) Vehicles <b>must</b> be equipped with a meter that calculates fares on a time and distance basis. (ii) Vehicles may be equipped with a top light. (iii) The operator of the vehicle may, from within the originating area only, pick up passengers who hail or flag the motor vehicle from the street.
Taxi Bill of Rights:	a) A Taxi Bill of Rights issued by the Ministry of Transportation ("Taxi Bill of Rights") must be affixed to an interior rear-seat, side window of each taxicab operated under the licence. b) The Taxi Bill of Rights must at all times be displayed in an upright position with the complete text intact and visible to passengers. c) Licensees may only display a current Taxi Bill of Rights.
Taxi Cameras:	Taxi camera equipment may only be installed and operated in vehicles when the licensee is in compliance with applicable taxi camera rules, standards and orders of the Passenger Transportation Board.
Share Restriction:	<b>1. For a period of five years following the initial licence issuance, no share or shares of Garden City Cabs of Richmond Ltd. can be transferred without the prior written consent of the Passenger Transportation Board.</b> <b>2. For a period of four years following the initial licence issuance Garden</b>

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	<b>City Cabs of Richmond Ltd. must, at the time of licence renewal, submit a notarized list of all its current shareholders and officers to the Registrar of Passenger Transportation.</b>
Transfer of a licence:	<b>This special authorization may not be assigned or transferred except with the approval of the Board pursuant to section 30 of the Passenger Transportation Act.</b>

<b>For office use only</b>	
<b>Publication of Application:</b>	June 12, 2013
<b>Deadline for Submissions:</b>	June 27, 2013

# Heenan Blaikie

**Of Counsel**

The Right Honourable Pierre Elliott Trudeau, P.C., C.C., C.H., Q.C., FRSC (1984 - 2000)  
The Right Honourable Jean Chrétien, P.C., C.C., O.M., Q.C.  
The Honourable Donald J. Johnston, P.C., O.C., Q.C.  
Donald R. Munroe, Q.C.  
Pierre Marc Johnson, G.O.Q., FRSC  
The Honourable Michel Bestarache, C.C.  
The Honourable René Dussault, O.C., O.Q., FRSC, Ad. E.  
Peter M. Blaikie, Q.C.  
André Bureau, O.C., O.Q.

**BY E-MAIL (vwei@richmond.ca)**

June 27, 2013

*Our Reference: 047781-0008*

City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Attention: Victor Wei, P.Eng., Director, Transportation  
Glen McLaughlin, Chief Licence Officer & Risk Manager

**Re: Passenger Transportation Application 109-13  
Garden City Cabs of Richmond Ltd.**

Dear Sirs:

I act for Garden City Cabs of Richmond Ltd. ("Garden City") on its application for nine additional taxi licences to its current fleet of 30 vehicles. In that capacity, I was copied on a letter from the BC Passenger Transportation Board ("PT Board") to the City of Richmond dated June 26, 2013. That letter was in response to one from the City dated June 25, 2013.

As noted on page 1 of the response from the PT Board, if Application 109-13 is approved, Garden City intends to add five accessible taxis to its fleet that will operate full time at Vancouver International Airport ("YVR"). Support for Garden City's application is by way of a letter dated April 29, 2013 from the Vancouver Airport Authority ("Airport Authority") to Garden City. The letter has been submitted to the PT Board as part of Garden City's application package. A copy is enclosed as Appendix A.

The letter from the Airport Authority indicates that, subject to approval of the PT Board, it intends to enter into a contract with Garden City to operate five accessible taxis at YVR. For your information, this contract will be on the same terms as the new contracts between the existing 16 Metro Vancouver taxi companies and Airport Authority that were signed and submitted by each of the 16 companies to Airport Authority management on June 26, 2013. All the new airport taxi contracts are for a minimum term ending on December 31, 2017.

In terms of the number of taxis that the Airport Authority will contractually permit to sit in the taxi queues at YVR, the only change between the current contracts with the 16 taxi companies and the new contracts with 17 taxi companies (including Garden City) is that the maximum YVR taxi fleet will increase to 530 taxis from the current maximum of 525. The additional five vehicles will be accessible taxis to be operated by Garden City.

Tobin S. Robbins

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Lawyers | Patent and Trade-mark Agents  
Vancouver Victoria Calgary Montreal Toronto Ottawa Québec Sherbrooke Trois-Rivières  
Paris Singapore

In its Manual of Operational Policies, at OPIII.9 (copy attached as Appendix B), the PT Board defines Vancouver International Airport for purposes of the terms and conditions of taxi company operating licences as "... the international, domestic or south terminals of the Airport, together with all Canada Line stations located on Sea Island. It does not refer to other businesses and organizations on Sea Island in the Municipality of Richmond."

Should the PT Board approve Garden City's application to remove the YVR operating exclusion from its Passenger Transportation Licence and add five additional accessible vehicles to its fleet, Garden City intends to immediately sign a contract with the Airport Authority to operate these five vehicles on a full-time basis at YVR. Under the terms of the contract, it is only these five vehicles that will be permitted to sit in the taxi queues in order to pick up passengers at any of the domestic, international or south terminals.

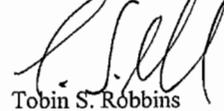
Further, under the terms of Garden City's contract with the Airport Authority, the existing 30 vehicles in Garden City's fleet will not be permitted to sit in the taxi queues at any of the three terminals. Garden City's existing fleet will continue to operate as it does currently originating fares from customers in the City of Richmond, excluding YVR. The very limited circumstances where any of the 30 vehicles in Garden City's current fleet is able to pick up a fare at YVR, will not change if Application 109-13 is granted. The "reverse trip" must originate at YVR, terminate elsewhere in Richmond and the cost of the trip must be billed to a Garden City active account customer.

Finally, Application 109-13, if approved in its entirety, would allow Garden City to add four additional conventional taxis to its current fleet of 18 conventional vehicles. These four additional vehicles will not be part of the contract with the Airport Authority and at no time will any of them be permitted to sit in the taxi queues at YVR.

My client hopes that this letter will provide assurance to the City of Richmond that if the YVR service exclusion is removed from the Company's PT Licence, Garden City only intends to operate the five additional accessible vehicles being applied for under Application 109-13, and no other vehicles, in the Airport Authority managed taxi queues at YVR.

Yours truly,

Heenan Blaikie LLP



Tobin S. Robbins

TSR/mm

Encls.

cc: B.C. Passenger Transportation Board  
Attention: Jan Broocke, Director and Secretary to the Board

Client  
HBdocs - 14225325v1

Heenan Blaikie



APPENDIX A

April 29, 2013

Garden City Cabs  
148 – 2633 Viking Way  
Richmond, BC  
V6V 3B6

Please accept this letter as confirmation that the Vancouver Airport Authority supports Garden City Cabs application to alter their existing condition of license to include pickup rights from the Vancouver Airport.

The Authority intends to include Garden City Cabs (pending approval from the Passenger Transportation Board) as an addition to our existing 16 taxi operators under terms currently being finalized on a new taxi agreement at the airport.

The Authority is in receipt of an offer from the existing 16 taxi companies that includes the addition of 5 Wheelchair Accessible Taxis (WATs) to our existing 525 licensed fleet. If approved by the PTB, Garden City would begin service when a fully executed agreement is in operation.

Please advise the PTB that they can contact us if they have any further questions or if we can be of assistance in any way.

Sincerely yours,

A handwritten signature in cursive script that reads 'Susan Stiene'.

Susan Stiene  
Director, Commercial Services

P.O. BOX 23750  
AIRPORT POSTAL OUTLET  
RICHMOND, BC CANADA V7B 1Y7  
WWW.YVR.CA  
TELEPHONE 604.276.6500  
FACSIMILE 604.276.6505

**APPENDIX B**

verbally or by motion.

**Policy** Unless otherwise approved by the Board, authorization to pick up passengers who hail or flag a motor vehicle from the street will be applied to taxi services.

**Effective Date** November 10, 2004 **Revised** May 28, 2008



**OP III.9 Definition of Vancouver International Airport**

**Purpose** To clarify the term "Vancouver International Airport" (YVR) as it is used in some terms and conditions of licence.

**Legislation** The Passenger Transportation Act, section 28(2)(a), enables to the Board to establish terms and conditions of licence on Special Authorization licences.

**Context** Some taxi and limousine licences permit or prohibit the origination or destination of passengers at the "Vancouver International Airport" (YVR).

YVR is located on Sea Island, in the City of Richmond. Facilities at the airport proper include two parallel east-west runways and one cross-wind runway. Connected International and Domestic terminals serve destinations in Canada, the United States and around the world. The South Terminal serve smaller communities across British Columbia. As well, 3 Canada Line stations are located on Sea Island to serve Vancouver International Airport.

There are also about 360 businesses and organizations located on Sea Island as well as airline maintenance, helicopter and executive aircraft facilities, and a floatplane base.

**Policy** For the purposes of terms and conditions of licence, unless otherwise specified, a reference to the "Vancouver International Airport" should be read as referring to the international, domestic or south terminals of the Airport, together with all Canada Line stations located on Sea Island. It does not refer to other businesses and organizations on Sea Island in the Municipality of Richmond.

**Note** This policy clarification is only applicable to terms and conditions of licences approved by the Passenger Transportation Board. Ground transportation at YVR is managed by the Vancouver Airport Authority (YVRA) which may have additional requirements or regulations governing the pick up and drop off of passengers at the Airport.

**Effective Date** June 24, 2009 **Revised**



**Excerpt of Letter from Legal Counsel for Garden City Cabs  
to Passenger Transportation Board**

There are three reasons that GCCR is planning, if Application 109-13 is approved, to place five new (additional) accessible vehicles at YVR. First, the Airport Authority requires the additional vehicles to be accessible. Accessible vehicles, though more expensive to operate than eco-friendly taxis, serve a dual purpose, wheelchair bound passengers can be easily transported when the need arises and at other times, these vehicles can transport a larger number of passengers and more luggage.

Second, to properly service GCCR's current level of business in the City of Richmond, the Company does not have sufficient excess vehicle capacity during periods of the day and week to be in a position to divert five vehicles on a full time basis to operate at YVR.

Third, in a letter to the PT Board dated June 25, 2013, the City of Richmond expressed a concern about GCCR potentially moving vehicles to YVR and away from servicing taxi users elsewhere in the City of Richmond. This concern has arisen because objector Kimber Cabs Ltd. has for many years diverted all 18 vehicles in its fleet to full-time operation at YVR. Kimber offers no dispatch and little or no taxi service in Richmond.

To allay the City of Richmond's concern, GCCR has advised Victor Wei, the City's Director of Transportation, and by this submission is advising the PT Board, of its willingness to accept a specific licence restriction limiting GCCR's origination of fares at YVR, except by way of the "reverse trips" provision in the Company's current PT licence, to the five additional accessible vehicles being applied for in Application 109-13.