



building trust. driving confidence.

March 6, 2020

British Columbia Utilities Commission
Suite 410
900 Howe Street
Vancouver, BC V6Z 2N3

Attention: Mr. Patrick Wruck, Commission Secretary and Manager, Regulatory Services

**Re: Modernizing Passenger Transportation Services
Tariff Amendments for Taxis Application**

Dear Mr. Wruck:

The Insurance Corporation of British Columbia (ICBC) hereby seeks approval from the British Columbia Utilities Commission (BCUC) for amendments to the Basic Insurance Tariff (Tariff), in accordance with the Government Directive of February 14, 2020 with respect to Modernizing Passenger Transportation Services Tariff Amendments for Taxis approved by Order in Council (OIC) 117/20, March 5, 2020 (the Government Directive regarding Modernizing Passenger Transportation Services for Taxis). This OIC, with the Government Directive regarding Modernizing Transportation Services for Taxis which includes the amended Tariff pages, is attached as Appendix A to this Application.

The changes authorized by the Government Directive regarding Modernizing Passenger Transportation Services for Taxis and described in this Application enable ICBC to provide new Basic insurance products for taxi operators. With these new Basic insurance products, taxi operators can choose to either continue using the current state per-vehicle model for determining their Basic insurance premiums, or to have their Basic insurance premiums calculated using a new combined per-vehicle and per-kilometre model.

In accordance with the amendments to *Special Direction IC2 to the British Columbia Utilities Commission*, B.C. Regulation 307/2004 (Special Direction IC2), made by OIC 119/20, March 5, 2020, ICBC respectfully requests BCUC approval of the Tariff amendments within 10 days of the date on which this Application is filed. This OIC is attached as Appendix B of this Application.

The Draft Order sought is included as Appendix D of this Application and complies with the OICs described above.

Yours truly,

Angela Wright
Manager, Corporate Regulatory Affairs
/lg

Cc: Bill Carpenter, Vice President, Insurance, ICBC

Attachments

Table of Contents

CHAPTER 1 INTRODUCTION AND OVERVIEW

A Application	1-1
B Overview	1-1
B.1 Legislative and Regulatory Framework	1-2
B.2 Taxi Portfolio Changes	1-2
B.3 Summary of Financial Impacts	1-2
C Change Management	1-3
D Conclusion	1-3

CHAPTER 2 LEGISLATIVE AND REGULATORY FRAMEWORK

A Legislative and Regulatory Framework	2-1
A.1 General Legislative Framework	2-1
A.2 Amendments to the IVR	2-2
A.3 Amendments to the MVAR	2-2
A.4 Government Directions to ICBC and the BCUC	2-3
B Conclusion	2-3

CHAPTER 3 RATING MODEL FOR TAXIS

A Introduction	3-1
B Overview of Changes	3-1
B.1 New Combined Per-vehicle and Per-kilometre Rating Model	3-2
B.2 Premium Adjustment Agreement	3-3
B.3 Impact of Changes	3-4
B.3.1 Taxi Fleets	3-7
B.3.2 Non-Fleet Taxi Operators	3-8
B.4 Administration of the Reporting Model	3-9
B.4.1 Buying and Renewing Insurance	3-9
B.4.2 Reporting Distance	3-9
B.4.3 Claims Treatment	3-10
C Methodology Used for Combined Per-vehicle and Per-kilometre Pricing for Taxis	3-10
C.1 Current Model (Per-vehicle)	3-10
C.2 New Model (Combined Per-vehicle and Per-kilometre)	3-11
C.2.1 Offline and Available Phases	3-11
C.2.2 En Route and On Trip Phases	3-11
D Conclusion	3-12



CHAPTER 4 CHANGE MANAGEMENT

A Introduction..... 4-1

B The Objectives of Managing Change..... 4-1

C Change Management Approach 4-2

 C.1 Taxi Operators.....4-2

 C.1.1 Stakeholder Communications4-2

 C.2 Brokers.....4-3

 C.3 ICBC Employees4-4

D Technology and Process Change 4-5

E Conclusion..... 4-5

Appendix A – Government Directive of February 14, 2020 with respect to Modernizing Passenger Transportation Services Tariff Amendments for Taxis, Approved by Order in Council 117/20, March 5, 2020 A

Appendix B – Amendments to *Special Direction IC2 to the British Columbia Utilities Commission*, Approved by Order in Council 119/20, March 5, 2020 B

Appendix C – Amendments to the *Insurance (Vehicle) Regulation* and the *Motor Vehicle Act Regulations* Approved by Order in Council 118/20, March 5, 2020 ..C

Appendix D – Draft Order D



CHAPTER 1

INTRODUCTION AND OVERVIEW



Table of Contents

A Application	1-1
B Overview	1-1
B.1 Legislative and Regulatory Framework	1-2
B.2 Taxi Portfolio Changes	1-2
B.3 Summary of Financial Impacts	1-2
C Change Management	1-3
D Conclusion	1-3



A APPLICATION

1. In this Application, ICBC is seeking approval from the British Columbia Utilities Commission (BCUC) to implement changes to Basic insurance that have been prescribed by Government in its directions to ICBC and BCUC. These changes pertain to implementation of a combined per-vehicle and per-kilometre rating basis for taxis.
2. In accordance with the Government Directive of February 14, 2020 with respect to Modernizing Passenger Transportation Services Tariff Amendments for Taxis, approved by Order in Council 117, March 5, 2020 (the 2020 Government Directive regarding Modernizing Passenger Transportation Services for Taxis), these changes are to take effect May 1, 2020.
3. This Application describes the changes, provides an overview of ICBC's approach to managing the implementation of these changes, outlines the legislative and regulatory framework guiding these changes, and seeks the BCUC's approval of the required amendments to the Basic Insurance Tariff (Tariff) in accordance with this framework.

B OVERVIEW

4. On September 16, 2019, ICBC implemented changes to taxi rates in accordance with the Government Directive of June 26, 2019 with respect to Modernizing Passenger Transportation Services Tariff Amendments, approved by Order in Council 411, July 8, 2019 (the 2019 Government Directive regarding Modernizing Passenger Transportation Services), and BCUC Order G-167-19 dated July 29, 2019.
5. On January 30, 2020, the Minister of Transportation and Infrastructure issued a statement announcing that the Government was working with ICBC and the taxi industry to create a new insurance product which would be ready in spring 2020.
6. The changes outlined in this Application reflect the Government's objectives as set out in the 2020 Government Directive regarding Modernizing Passenger Transportation Services for Taxis. The Government Directive, including attached Tariff pages, are provided in Appendix A of this Application. These changes enable ICBC to provide new insurance products that give taxi operators an alternative to how their insurance premiums are determined; to either continue using the current state per-vehicle model or to have premiums calculated using a new combined per-vehicle and per-kilometre model.

B.1 LEGISLATIVE AND REGULATORY FRAMEWORK

7. ICBC's Basic insurance rates are guided by the legislative and regulatory framework established by the Legislature and the Lieutenant Governor in Council, including legislation, regulations, and government directives. The changes presented in this Application are based on and consistent with this framework, including the Government Directive described in Section A above. More information on the legislative and regulatory framework is provided in Chapter 2 of this Application.

B.2 TAXI PORTFOLIO CHANGES

8. The new approach for determining insurance premiums for taxis, based on the 2020 Government Directive regarding Modernizing Passenger Transportation Services for Taxis, provides both fleet and non-fleet taxi operators with an alternative to how their insurance premiums are determined; to either continue using the current state per-vehicle model or to have premiums calculated using a new combined per-vehicle and per-kilometre model.

9. Taxi fleet operators that choose the new model will switch to the new Fleet Reporting Certificate – Taxis (APV 90) that is structured around a taxi vehicle's phases of operation. For non-fleet taxis, a new product, the Non-Fleet Taxi Certificate (APV 434), is similarly based on a taxi vehicle's phases of operation. The rates for all phases, as well as the geographic zones, align with the similar phases for transportation network services use, as established in the 2019 Government Directive regarding Modernizing Passenger Transportation Services and approved by BCUC Order G-167-19. More information on all of these phases is provided in Chapter 3, Section B.1.

B.3 SUMMARY OF FINANCIAL IMPACTS

10. For taxis that remain on the current per-vehicle rating model, the rates remain unchanged from those established in the 2019 Government Directive regarding Modernizing Passenger Transportation Services and approved by BCUC Order G-167-19. As indicated in that Application, Basic insurance rates for taxis will move to the actuarial indicated rate over 10 years for those that remain on the current model.

11. For taxi operators that choose the new combined per-vehicle and per-kilometre rating model, their rates will also move to new levels over 10 years. In addition, factors that could lead to a premium increase (or decrease) include:



- vehicles that drive more (or less) than the industry average (as derived from kilometres reported through the Commercial Vehicle Inspection Program administered by the BC Ministry of Transportation and Infrastructure);
- current fleet and non-fleet claims discounting that is higher (or lower) than 44%; or
- combinations of the above that either nullify or compound the change effects.

12. The impacts are discussed further in Chapter 3. The methodology used in determining pricing is provided in Chapter 3, Section C.

C CHANGE MANAGEMENT

13. As the changes covered in this Application are implemented, ICBC's approach to change management will be to support both fleet and non-fleet taxi operators, as well as the ICBC employees and the subset of brokers who provide the services for these customers. Chapter 4 outlines ICBC's approach to change management with respect to implementation of the changes presented in this Application.

D CONCLUSION

14. The proposed changes to ICBC's Basic insurance rate structure as described in this Application are consistent with the legislative and regulatory framework. In accordance with the 2020 Government Directive regarding Modernizing Passenger Transportation Services for Taxis, and OIC 119/20, B.C. Reg. 49/2020, amending *Special Direction IC2 to the British Columbia Utilities Commission, BC Regulation 307/2004*, ICBC respectfully requests the BCUC approval of the amended Tariff pages included in the 2020 Government Directive regarding Modernizing Passenger Transportation Services for Taxis, attached in Appendix A, by March 16, 2020.



CHAPTER 2

LEGISLATIVE AND REGULATORY FRAMEWORK



Table of Contents

A	Legislative and Regulatory Framework	2-1
A.1	General Legislative Framework	2-1
A.2	Amendments to the IVR.....	2-2
A.3	Amendments to the MVAR.....	2-2
A.4	Government Directions to ICBC and the BCUC	2-3
B	Conclusion.....	2-3

A LEGISLATIVE AND REGULATORY FRAMEWORK

1. The legislative and regulatory framework in which Insurance Corporation of British Columbia (ICBC) operates is established by the Legislature and the Lieutenant Governor in Council. Section A.1 of this Chapter provides an overview of this framework. Sections A.2 through A.4 provide an overview of the legislative and regulatory framework specific to this Application, including the two new Orders in Council (OICs) which are the basis for, and determinative of, this Application.

A.1 GENERAL LEGISLATIVE FRAMEWORK

2. ICBC is a provincial Crown corporation first established in 1973 under the *Insurance Corporation of British Columbia Act*, subsequently amended and renamed the *Insurance Corporation Act* (ICA).

3. The ICA sets out ICBC's general corporate structure, authority, and responsibilities. Under the ICA, ICBC is tasked with operating and administering universal compulsory vehicle insurance (Basic insurance) and must do so in accordance with the *Insurance (Vehicle) Act* (IVA), and the *Insurance (Vehicle) Regulation* (IVR). The ICA also establishes the British Columbia Utilities Commission (BCUC) as the regulator of ICBC's Basic insurance rates and services, and brings ICBC under the purview of specified sections of the *Utilities Commission Act* (UCA).

4. Under this legislative framework, Government, through the Lieutenant Governor in Council, may:

- Specify the terms of a Basic insurance certificate through the IVR.¹
- Provide government directives to ICBC on public policies pertaining to Basic insurance, which the BCUC is required to recognize and accept.²
- Provide direction to BCUC directly, in the form of a Special Direction, as to the manner in which ICBC is regulated.³ This normally takes the form of amendments to *Special Direction IC2 to the British Columbia Utilities Commission, BC Regulation 307/2004* (*Special Direction IC2*).

¹ As authorized by section 45 of the IVA.

² Section 3(1)(g) of *Special Direction IC2 to the British Columbia Utilities Commission, BC Regulation 307/2004, as amended (Special Direction IC2)*: "when regulating and fixing universal compulsory vehicle insurance rates, regulate and fix those rates in a manner that recognizes and accepts actions taken by the corporation in compliance with government directives issued to the corporation".

³ Section 47 of the ICA and section 3 of the UCA (which applies to ICBC by virtue of section 44(1) of the ICA).



5. In addition to the above, other statutes and regulations also shape ICBC's Basic insurance products and services. For example, in conjunction with this Application, an amendment is needed to the section of the *Motor Vehicle Act Regulations* (MVAR) pertaining to blanket certificates for transportation network services (TNS).

A.2 AMENDMENTS TO THE IVR

6. This Section provides information on amendments to the IVR that relate to the new taxi rating model. While the terms of a Basic insurance certificate are outside BCUC's jurisdiction and not subject to determination by BCUC, ICBC has included information on these IVR amendments as context for the Application.

7. On March 5, 2020, the IVR was amended by OIC No. 118 (118/20), B.C. Reg. 47/2020. The amendments to the IVR provide the option for existing taxi certificate holders to switch to the new combined per-vehicle and per-kilometre rating model prior to the expiry of their existing insurance certificate. The amendments also allow taxis that provide app-based ride hailing, also known as TNS, to be covered under a blanket certificate instead of a taxi certificate when providing TNS. In addition, the amendments authorize ICBC to issue a new additional product certificate to non-fleet taxis in order that they may participate in the new combined per-vehicle and per-kilometre rating model.

8. OIC 118/20, which includes the above described IVR amendments, is provided as Appendix C of this Application, for information.

A.3 AMENDMENTS TO THE MVAR

9. This Section provides information on the MVAR amendment related to the new taxi rating model. As with the amendments to the IVR, the MVAR amendment is outside BCUC's jurisdiction and not subject to determination by BCUC. ICBC has included information on it as context for this Application.

10. On March 5, 2020, the MVAR was also amended by OIC 118/20, to ensure that taxis that provide TNS services are covered by a TNS blanket certificate when En Route and On Trip. The amendment to the MVAR requires that, for taxis with an insurance certificate issued on or after May 1, 2020, third party liability and accident benefit coverages are provided by a blanket certificate during specified TNS use.



11. OIC 118/20 includes the above described MVAR amendment and, as noted in Section A.2 above, is provided as Appendix C of this Application, for information.

A.4 GOVERNMENT DIRECTIONS TO ICBC AND THE BCUC

12. On March 5, 2020, the Lieutenant Governor in Council approved OIC No. 117 (117/20) authorizing the February 14, 2020 Government Directive in respect of Modernizing Passenger Transportation Services Tariff Amendments for Taxis (2020 Government Directive regarding Modernizing Passenger Transportation Services for Taxis).

13. The Government Directive instructs ICBC to apply to BCUC by March 13, 2020 for approval of rate amendments as set out in the Government Directive, which includes the attached pages of the Basic Insurance Tariff (Tariff). The amended Tariff pages are to be effective May 1, 2020. This Government Directive is provided in Appendix A of this Application.

14. Concurrent with the 2020 Government Directive regarding Modernizing Passenger Transportation Services for Taxis, the Lieutenant Governor in Council amended *Special Direction IC2* by OIC No. 119 (119/20), B.C. Reg. 49/2020. The amendment to *Special Direction IC2* directs the BCUC to approve and set changes to Basic Insurance rates, "... within 10 days of the corporation applying in accordance with the government directive dated February 14, 2020 for approval of changes to rates in connection with the modernization of passenger transportation services...." This amendment to *Special Direction IC2* is included in Appendix B of this Application.

B CONCLUSION

15. This Application is based on, and determined by, the legislative and regulatory framework which is described in this Chapter.



CHAPTER 3

RATING MODEL FOR TAXIS



Table of Contents

A Introduction	3-1
B Overview of Changes	3-1
B.1 New Combined Per-vehicle and Per-kilometre Rating Model.....	3-2
B.2 Premium Adjustment Agreement	3-3
B.3 Impact of Changes	3-4
B.3.1 Taxi Fleets	3-7
B.3.2 Non-Fleet Taxi Operators	3-8
B.4 Administration of the Reporting Model	3-9
B.4.1 Buying and Renewing Insurance	3-9
B.4.2 Reporting Distance	3-9
B.4.3 Claims Treatment	3-10
C Methodology Used for Combined Per-vehicle and Per-kilometre Pricing for Taxis	3-10
C.1 Current Model (Per-vehicle).....	3-10
C.2 New Model (Combined Per-vehicle and Per-kilometre)	3-11
C.2.1 Offline and Available Phases.....	3-11
C.2.2 En Route and On Trip Phases	3-11
D Conclusion	3-12



Table of Figures

Figure 3.1 – Phases of Taxi Operation	3-2
Figure 3.2 – Dislocation Chart – Fleet	3-5
Figure 3.3 – Dislocation Chart – Non-Fleet	3-6
Figure 3.4 – Process	3-9

A INTRODUCTION

1. This Chapter explains the key elements of the changes to Basic insurance for fleet and non-fleet taxi operators, as prescribed in the Government Directive of February 14, 2020 with respect to Modernizing Passenger Transportation Services Tariff Amendments for Taxis, approved by Order in Council 117, March 5, 2020 (the 2020 Government Directive regarding Modernizing Passenger Transportation Services for Taxis).

2. These changes pertain to the implementation of new insurance products that give taxi operators an alternative to how their insurance premiums are determined; to either continue using the current state per-vehicle model or to have premiums calculated using a new combined per-vehicle and per-kilometre model. Taxi operators will be able to choose the new basis of rating at their next renewal or, if they want to change before their next renewal, they can do so on May 1, 2020.

3. Section B outlines the model, including the following.

- A process for taxi operators to move to the new combined per-vehicle and per-kilometre rating model before their next renewal by signing a premium adjustment agreement.
- The new Basic insurance rates for taxis.
- The overall dislocation change.
- Administration and reporting.

4. Section C outlines the pricing methodology used for combined per-vehicle and per-kilometre pricing.

B OVERVIEW OF CHANGES

5. Currently, taxi operators purchase Basic insurance certificates (APV 250), on a per-vehicle basis, rated for taxi use with a minimum liability limit of \$1 million. There is no change proposed to the minimum liability limit as a result of these changes.

6. If a taxi operator has less than five vehicles, each vehicle is rated individually (i.e., non-fleet) and not as a fleet. If a taxi operator has between 5 to 19 vehicles they can select whether to operate as a group of non-fleet taxis, or as a fleet. If a taxi operator has 20 vehicles or more then it is mandatory to be designated as a fleet. A taxi operator can have its whole fleet made up of taxi vehicles, or can have a fleet of vehicles where as few as

one of its vehicles is a taxi. There is no change to the fleet eligibility requirements as a result of these changes.

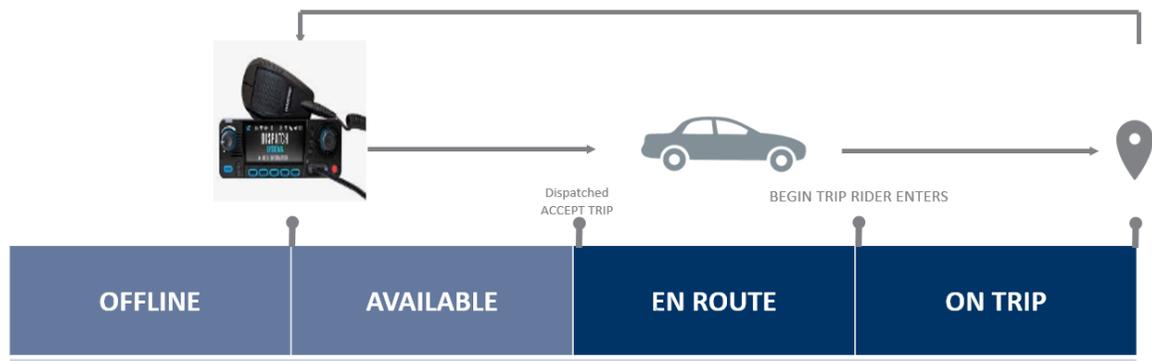
7. With the changes, taxis may elect to remain under the current per-vehicle rating basis or switch to the new combined per-vehicle and per-kilometre rating basis.

B.1 NEW COMBINED PER-VEHICLE AND PER-KILOMETRE RATING MODEL

8. The key features of the new combined per-vehicle and per-kilometre rating basis are as follows.

- There are four phases of taxi operation, as shown in Figure 3.1.

Figure 3.1 – Phases of Taxi Operation



- Phases of Taxi Operation:
 - **Offline:** The taxi is being used for other purposes.
 - **Available:** The taxi is available for taxi use but has not yet received a dispatched ride nor picked up a passenger from a street hail.
 - **En Route:** The taxi is dispatched and en route to pick up the passenger(s).
 - **On Trip:** The taxi has picked up the paying passenger(s) and is transporting them to their destination(s).
- The per-kilometre portion of premium (i.e., distances travelled while En Route and On Trip) will be based on kilometres driven in three zones, described below. Premium in the other two phases will be based on a per-vehicle rate by territory, using the 14 territories in the current per-vehicle model, where each taxi is principally operated. Principal operation is based on the territory where most Offline and Available use is located.



- The rates per kilometre (for En Route and On Trip) are the same as those being charged to Transportation Network Services (TNS) companies. The rates per vehicle (for Offline and Available) are based on rate classes 002 and 003 (travelling to and from work).
- For taxi fleets that choose the new, combined per-vehicle and per-kilometre rating model, insurance will be available under a "Fleet Reporting Certificate – Taxis" (APV 90). A new product, the "Non-fleet Taxi Certificate" (APV 434) is available for non-fleet taxis wishing to move to the new combined rating model.

9. The three taxi zones are:

- Zone 1: Lower Mainland.
- Zone 2: Pemberton/Hope, Fraser Valley, Okanagan, (Urban) Victoria, Maple Ridge and Pitt Meadows.
- Zone 3: Meadows, Kootenays, Cariboo, Prince George, Northern Coast, Peace River, Mid & North Island, Sunshine Coast, Squamish/Whistler, (Suburban) Victoria.

10. Taxi operators will be required to have the technological capability of electronically recording and reporting distance driven in the Available, En Route, and On Trip phases in order to be eligible to choose the new, combined per-vehicle and per-kilometre rating model.

B.2 PREMIUM ADJUSTMENT AGREEMENT

11. As explained above, fleet and non-fleet taxis will be able to choose to remain on the current taxi rating model, or switch to the new combined per-vehicle and per-kilometre rating model. They will be able to switch to the new model at their next insurance certificate renewal or, if they would like to switch before their next renewal date, they can do so by entering into a "Premium Adjustment Agreement" with ICBC on May 1, 2020 to "bridge" between their existing per-vehicle insurance certificate and the new combined per-vehicle and per-kilometre rating model.

12. The elements of this bridging premium adjustment are:

- For taxi operators that decide to switch to the new combined model before their next renewal date, they must sign a Premium Adjustment Agreement. These Premium Adjustment Agreements, or "bridging agreements", will be effective May 1, 2020, and will remain in place until the next scheduled renewal date.

- These bridging agreements avoid the inconvenience for the taxi operator having to cancel their existing insurance certificates and replate their vehicles, which would otherwise be required if they wanted to move to the new combined model before the expiry of their existing insurance certificates.
- When bridging, the taxi operator will have their current certificate in place and the Premium Adjustment Agreement treats the unearned premium remaining on the certificate as the “deposit premium”. Every month in the lead up to their renewal the taxi operator, or their broker on their behalf, reports their distance driven to ICBC in the Available, En Route, and On Trip phases and a count of vehicles for the Offline and Available phases in order to calculate the monthly premium on the new rating basis. The monthly premium, with a 44% discount, is deducted from the deposit premium. If the deposit premium is exhausted before the Premium Adjustment Agreement period ends the operator is billed the shortfall in premium each month. Any deposit premium remaining when the Premium Adjustment Agreement period ends is refunded to the operator.

B.3 IMPACT OF CHANGES

13. For taxis that remain on the current per-vehicle rating model, the rates remain unchanged from those established in the 2019 Government Directive regarding Modernizing Passenger Transportation Services and approved by BCUC Order G-167-19. As indicated in that Application, Basic insurance rates for taxis will move to the actuarial indicated rate over 10 years for those that remain on the current model. The extent to which the new model's rating will change over time is described in Section C.

14. If all taxi operators switch to the new model, that would equate to over 3,000 impacted vehicles within approximately 83 fleets, as well as approximately 171 individually (non-fleet) rated vehicles. The impacts described in this Section are a maximum possible impact, assuming all taxi operators switched to the new model.

15. Figures 3.2 and 3.3 show the expected first year of premium dislocation for all taxi operators. Premium dislocation is calculated as the difference between the premiums paid under the existing rating model and the estimated premiums paid under the new combined model. The position of the bars on the x-axis (horizontal) express the impact in percentage terms while the pattern of each bar indicate the impact in dollar terms, the height of the bars represent the number of taxi fleets that fall within the dollar and percentage impact range.

Figure 3.2 – Dislocation Chart – Fleet

Fleet Basic Insurance Premium Dislocation Results in the First Year

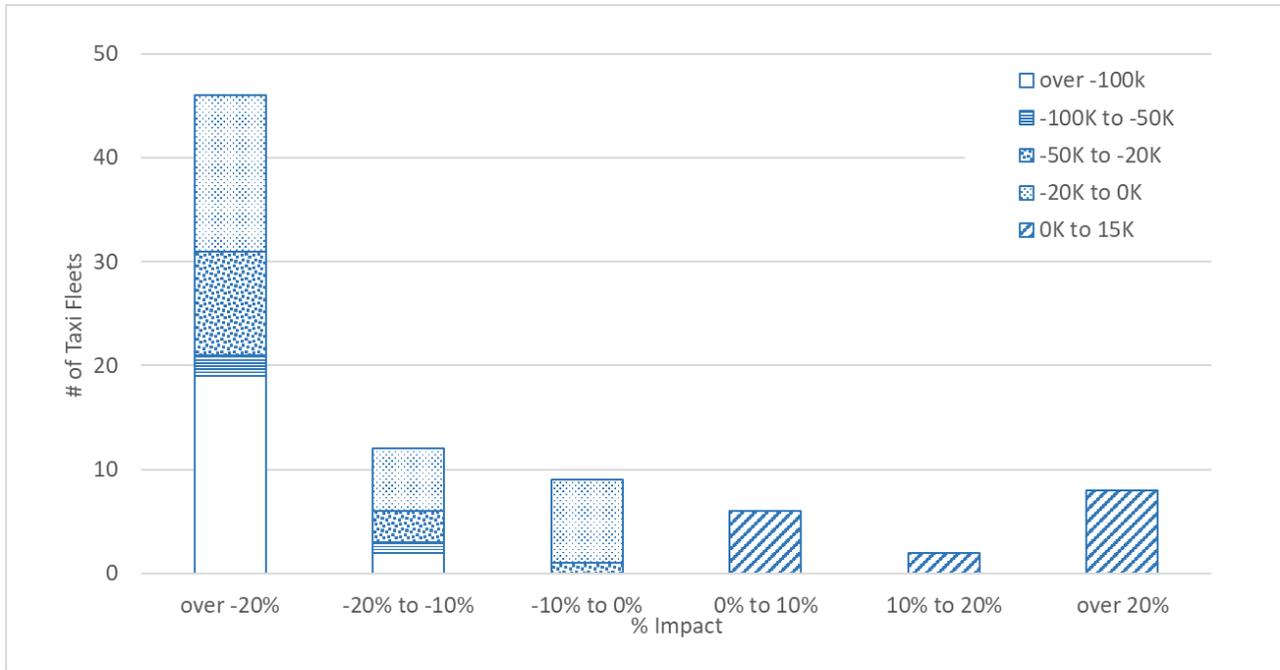
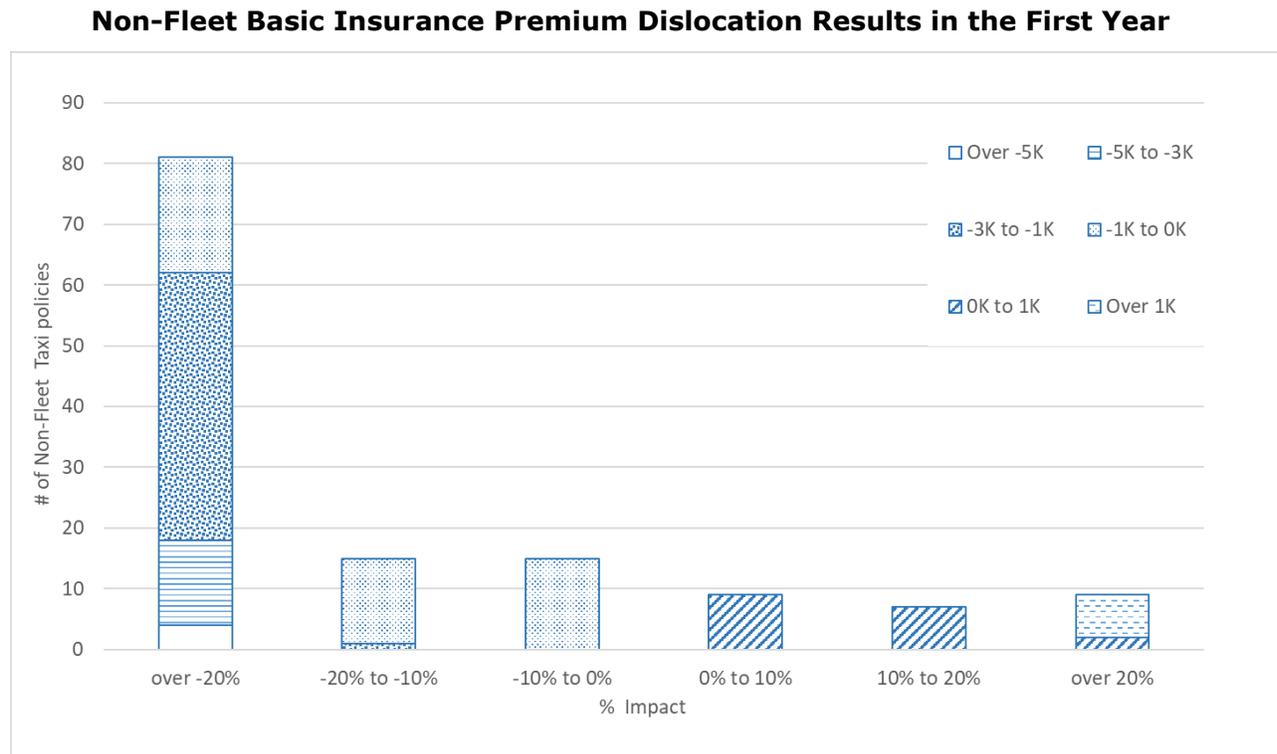


Figure 3.3 – Dislocation Chart – Non-Fleet



16. Figures 3.2 and 3.3 above have the following assumptions:

- All taxi operators would switch to the new model.
- All operators would drive the same number of kilometres in the future as they drove between 2016 and 2018, as reported through the Commercial Vehicle Inspection Program (CVIP) process administered by the BC Ministry of Transportation and Infrastructure.
- All operators retain the same number of vehicles in the same territories in the future as they have currently.
- All operators have the Basic insurance rate change implemented on April 1, 2019.
- 56% of all taxis' annual kilometres driven under the new model would be En Route and On Trip phases, based on sample data provided by 10 taxi fleets, representing 876 taxi vehicles.
- For the purpose of illustrating the premium impacts from this change, all non-fleet operators premium impacts are based on the assumption that they are still rated under the Claim-rated Scale, rather than the Combined Driver Factor (CDF), even if they have renewed after September 1, 2019 and have policies issued under CDF for

simplicity. The premiums for those that have not renewed their policies after September 1, 2019 cannot be reliably estimated without knowing which drivers may be listed on the policies.

17. Figures 3.2 and 3.3 above have the following filters:

- For fleet, excludes any non-taxi vehicles the taxi operator has insured on the fleet.
- For non-fleet, excludes any vehicles where CVIP data is not available.

18. On the assumptions and filters specified above, the rates shown in the Basic Insurance Tarff (Tariff) pages attached as part of the 2020 Government Directive regarding Modernizing Passenger Transportation Services for Taxis are estimated to reduce the total taxi portfolio annual Basic insurance premium from \$35 million to \$22 million.

B.3.1 TAXI FLEETS

19. ICBC insures 83 taxi fleets. The Fleet Reporting Certificate – Taxis (APV 90) is designed to allow taxi operators to report their vehicle and kilometre information to ICBC and pay a monthly portion of their annual premium, based on that reported information, on a monthly basis. Taxi fleet vehicles will continue to be licensed through an Owners Certificate of Insurance (APV 250), but rated with Rate Class 902, and have their taxi insurance provided by a Fleet Reporting Certificate – Taxis (APV 90).

20. The information that taxi fleets would report to ICBC every month for the purpose of rating under the new model is:

- For the Available, En Route, and On Trip phases of operation, their kilometres travelled in the prior month, by zone.
- For the Offline and Available phases of operation, the count of taxis licensed and insured at any time in the prior month, by territory of principal operation.

21. Taxi fleets that take the new combined per-vehicle and distance-based model will have a 44% fleet discount for the first two years when they take out a Fleet Reporting Certificate – Taxis (APV 90) for the first time. From year 3, the fleet discount or surcharge will be based on actual loss experience.

B.3.2 NON-FLEET TAXI OPERATORS

22. At the time of writing, ICBC insures 171 non-fleet taxi operators. Non-fleet taxi operators will have the same choice as fleet operators to choose the new basis of rating, on the same terms and conditions, or stay on the current rating basis.

23. A new product, the Non-Fleet Taxi Certificate (APV 434), will allow non-fleet taxi operators to report their kilometre information to ICBC and pay a portion of their annual premium, based on that kilometre information, on a monthly basis. Existing non-fleet taxi operators are licensed and insured on an Owner's Certificate of Insurance (APV 250). Going forward, non-fleet taxi operators that switch to the new rating model would continue to have their individual vehicle licensed on an Owner's Certificate of Insurance (APV 250), but rated with Rate Class 919, and have that vehicle's insurance covered on a Non-fleet Taxi Certificate (APV 434).

24. Non-fleet taxi operators that take the new combined per-vehicle and per-kilometre model will have a 44% discount for the first two years, with driver listing rules that apply from year 3.

25. The information that non-fleet taxi operators would report to ICBC every month for the purpose of rating under the new model is:

- For the Available, En Route and On Trip phases of operation, their kilometres travelled in the prior month, by zone; and
- For the Offline and Available phases of operation, the territory of principal operation of the vehicle.

26. A listing of drivers at the commencement of the policy term is used to set the CDF for the duration of the policy term, from the third year. For the first two years the CDF is a 44% discount.

27. The listing of drivers, as declared by and changed at the option of the taxi operator, is used to assess a Non-fleet Taxi Unlisted Driver Accident Premium (NUDAP) in accordance with the new Schedule AH of the Tariff. In the event that an unlisted household or employee driver, and one that drives the vehicle more than 12 times per year, is at fault for a claim the NUDAP is assessed as 15 times the annualized difference between premium paid and what it would have been had the CDF been calculated according to the driver listing, with the at fault driver listed.

28. A non-fleet taxi operator may elect Non-fleet Taxi Unlisted Driver Protection (NUDP), described by the new Schedule AG of the Tariff, to protect against the NUDAP for unlisted, occasional non-household, non-employee drivers. There is a cost associated with NUDP if the non-fleet taxi operator has had an unlisted driver crash within a five year period starting on May 1, 2020.

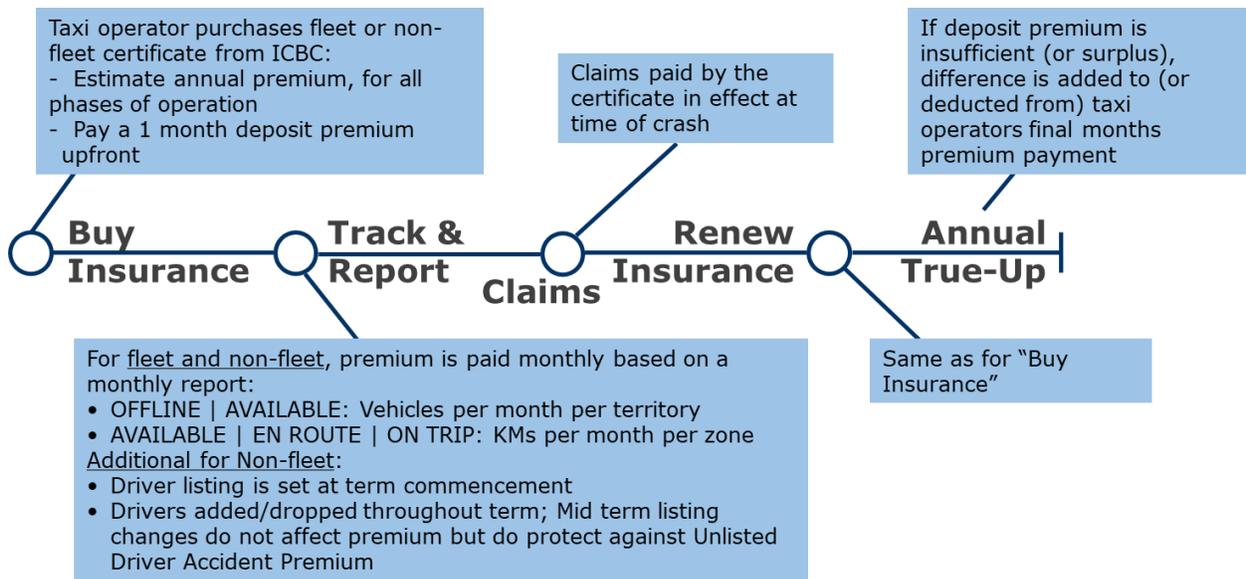
B.4 ADMINISTRATION OF THE REPORTING MODEL

B.4.1 BUYING AND RENEWING INSURANCE

29. In the buying and renewing of the Fleet Reporting Certificate – Taxis (APV 90) and the Non-fleet Taxi Certificate (APV 434), a taxi operator will engage the services of a broker to continue to process Owner’s Certificates of Insurance (APV 250) and to liaise with ICBC. Part of the administration task for the taxi operators and the brokers is to report the vehicle count, distance driven, and for non-fleet, driver changes, to ICBC.

30. Figure 3.4 below provides an overview of the process for administering Fleet Reporting Certificates – Taxis (APV 90) and Non-fleet Taxi Certificates (APV 434) for taxi operators. This Section does not apply to the bridging period; see Section B.2 for bridging administration.

Figure 3.4 – Process



B.4.2 REPORTING DISTANCE

31. An initial estimate by the fleet and non-fleet taxi operator of their annual kilometres per zone, and for fleets, their count of vehicles per territory, will be required in the application

for the insurance certificate. A deposit premium equating to one month of the estimated annual premium will be collected at the time of initial application for the certificate or certificate renewal. At the end of each month, monthly kilometres per zone and vehicles licensed per territory are reported to ICBC by the taxi operator (or via the operator's broker) and a monthly premium is paid, according to that report.

32. If the deposit premium is insufficient to pay the outstanding final month's premium, the difference is added to the final month's premium. Similarly, if the deposit premium is more than sufficient to pay the outstanding final month's premium, the difference is deducted from the final month's premium.

B.4.3 CLAIMS TREATMENT

33. Claims on the Fleet Reporting Certificate – Taxis (APV 90) will affect the level of discount or surcharge on the entire fleet for taxi vehicles and non-taxi vehicles on the fleet, as set out in Schedule I of the Tariff.

34. For the Non-fleet Taxi Certificate (APV 434), claims that listed drivers have on Owner's Certificates of Insurance (APV 250) are used to calculate a CDF, according to the Individual and Combined Driver Factor rules as set out in Schedule D of the Tariff.

35. Taxi claims covered by the Fleet Reporting Certificate – Taxis (APV 90) and the Non-fleet Taxi Certificate (APV 434) will not impact the Owner's Certificate of Insurance of the at-fault taxi driver on their personally owned vehicles.

C METHODOLOGY USED FOR COMBINED PER-VEHICLE AND PER-KILOMETRE PRICING FOR TAXIS

C.1 CURRENT MODEL (PER-VEHICLE)

36. As indicated in ICBC's Modernizing Passenger Transportation Services Tariff Amendments Application filed with BCUC on July 10, 2019, taxi base rates are moving towards indicated actuarial relativities over 10 years. For the taxis that will stay with the current per-vehicle rating model, their premium will be based on these base rates.

C.2 NEW MODEL (COMBINED PER-VEHICLE AND PER-KILOMETRE)

C.2.1 OFFLINE AND AVAILABLE PHASES

37. The per-vehicle component of the new rating model is the taxis' Offline and Available phases of operation. The base premiums for the per-vehicle component were set by taking a blend of these private passenger commuting rate classes for each rating territory:

- 002 - Pleasure use and vehicle driven to or from, or part way to or from, work or school, a distance in excess of 15 km.
- 003 - Pleasure use and vehicle driven to or from, or part way to or from, work or school, a one-way distance not exceeding 15 km.

38. In addition, an Autonomous Emergency Braking (AEB) discount has been embedded in the base premiums. Approximately 80% of taxi vehicles are eligible for the 10% AEB discount, therefore an 8% discount has been applied to the base premiums.

39. Since the above private passenger commuting rate classes are transitioning over 10 years, as indicated in ICBC's 2018 Rate Design Application filed with BCUC on August 15, 2018, these taxi per-vehicle base premiums are also transitioning over 10 years.

40. In the Tariff, these taxi per-vehicle base premiums are expressed as monthly (not annual) premiums.

C.2.2 EN ROUTE AND ON TRIP PHASES

41. The per-kilometre component of the new rating model is the taxis' En Route and On Trip phases of operation. The base premiums for the per-vehicle component were set by taking the base premiums for blanket certificates for TNS, as indicated in ICBC's Modernizing Passenger Transportation Services Tariff Amendments Application filed with BCUC on July 10, 2019.

42. In the absence of TNS data in BC, the TNS per-kilometre pricing was based on ICBC's taxi data and taxi odometer readings reported through the CVIP process administered by the BC Ministry of Transportation and Infrastructure.

43. Since the TNS base premiums are transitioning over 10 years, as indicated in ICBC's Modernizing Passenger Transportation Services Tariff Amendments Application filed with BCUC on July 10, 2019, these taxi per-vehicle base premiums are also transitioning over 10 years.



D CONCLUSION

44. A combined per-vehicle and per-kilometre based rating model is a new business approach for taxis. The changes and features described in this Chapter, as well as the Tariff amendments attached as part of 2020 Government Directive regarding Modernizing Passenger Transportation Services for Taxis, are designed to support taxi operators' transition into this new business approach.



CHAPTER 4

CHANGE MANAGEMENT



Table of Contents

A	Introduction	4-1
B	The Objectives of Managing Change	4-1
C	Change Management Approach	4-2
	C.1 Taxi Operators.....	4-2
	C.1.1 Stakeholder Communications	4-2
	C.2 Brokers.....	4-3
	C.3 ICBC Employees	4-4
D	Technology and Process Change	4-5
E	Conclusion	4-5

A INTRODUCTION

1. The changes outlined in this Application speak to the introduction of a choice model; a choice between a per-vehicle rating basis (current state), and a combined per-vehicle and per-kilometre rating basis, which will be offered to both fleet and non-fleet taxi operators. These changes will impact taxi operators, as well as ICBC staff and Autoplan brokers who will be required to adopt new practices, procedures, and system changes relating to the new taxi rating model.

2. The changes outlined in this Application will be communicated to fleet and non-fleet taxi operators as well as brokers to ensure they have the necessary understanding of the new model and its reporting and financial requirements. This includes ensuring timely awareness of the opportunity to consider one-time "bridging" to the new basis of rating, which allows fleet and non-fleet taxi operators to move to the new combined per-vehicle and per-kilometre rating basis mid-term, as described in Chapter 3.

3. There will be varying impacts to ICBC business areas including Commercial Underwriting, Broker Enquiry Unit (BEU), Broker Accounts, Broker Governance, Autoplan Sales and Service, Claims, Finance, Customer "First Contact", and Underwriting Services.

4. ICBC's approach to change management will build on past change management experience, be appropriate to the scope of the changes, and will follow strategies tailored to support the specific needs and requirements of impacted taxi operators, brokers, and ICBC employees.

B THE OBJECTIVES OF MANAGING CHANGE

5. Similar to the 2019 changes regarding modernization of passenger transportation services, ICBC's approach to managing the changes described in this Application is designed to accomplish the following objectives:

- Ensure that all affected stakeholders are aware of and understand the coming changes.
- Ensure that changes in business processes and practices are well supported, providing all affected stakeholders with what they need to successfully adapt to and sustain these changes.
- Ensure that taxi operators, brokers, and ICBC employees acquire knowledge relating to the new model and have the resources to sufficiently understand, implement, and support the change.

- Ensure that ICBC's business systems are ready to support the successful implementation of this model.
- Coordinate effectively with other initiatives to minimize the overlaps and impacts to impacted stakeholders.

C CHANGE MANAGEMENT APPROACH

6. Taxi operators, brokers, and ICBC employees will be impacted to varying degrees by the changes outlined in this Application. The approach to change management is to assess and tailor plans to the specific needs of each group so they receive the targeted support required to ensure they understand, successfully adopt, and sustain these changes.

C.1 TAXI OPERATORS

7. Support for the taxi operators to consider or select this new model will come from a combination of their brokers and the Commercial Underwriting team. Commercial Underwriting will engage with brokers and taxi operators to ensure they are aware of the new model. A letter will be written to existing ICBC taxi customers, notifying them of the change and of their options and avenues to seek further information. Commercial Underwriting will provide information and support to the taxi operators so the operators are able to determine whether the new model or bridging option would be beneficial.

8. If a taxi operator chooses to move to the combined per-vehicle and per-kilometre rating basis, either at policy renewal or through the one time bridging option, there are new processes and requirements that operators must meet, including ongoing monthly reporting. Special attention will be given to assisting taxi operators to understand the requirements prior to their selection of the new option, and to the level of support operators require to complete these new reporting needs. To provide this support, there will be detailed documentation available as well as access to trained Commercial Underwriting representatives.

C.1.1 STAKEHOLDER COMMUNICATIONS

9. Taxi associations have previously been involved in consultative meetings and therefore the industry does have some advance knowledge of the general changes. ICBC will continue to use those relationships to provide updated information as appropriate.

10. On January 30, 2020, the Minister of Transportation and Infrastructure issued a statement announcing that the Government has been working with ICBC and the taxi industry to create a new insurance product option which would be ready in the spring.

11. Brokers and ICBC employees play an important role in helping taxi operators understand these changes. ICBC will follow best practice tactics that have proven successful in previous projects, as described in the sections below.

C.2 BROKERS

12. For brokers who transact business for fleet and non-fleet taxi operators, the changes in this Application will represent additional work. The change management support for brokers will seek to provide an understanding of the new model, issuance of certificates, the reporting requirements, as well as information on the option to participate in the one time bridging opportunity. Although only a relatively small number of brokers service taxi operators (currently under 100 brokers), the support and information will be shared with the full broker community for their general reference.

13. ICBC recognizes that the support and insights of brokers are critical to the successful rollout of the changes, and so will work closely with the broker network to build the necessary awareness and understanding required for brokers to support their customers through the change. Brokers have a key role in answering customer questions and will assist with taxi operators who choose to move to the new model. Brokers may also assist taxi operators with the ongoing monthly reporting requirements. Commercial Underwriting will provide direct assistance to support the broker's efforts, especially during the first year.

14. Best practice tactics that have proven successful in supporting brokers in previous projects will be used for this implementation, including the following:

- ICBC's Broker Connect portal will be used to deliver and store new information and resources to support broker understanding of the changes, including any updates to ICBC's Autoplan Procedures. It will provide a dedicated one stop depository for all relevant information.
- ICBC will work through existing broker channels to provide brokers with communications, including issuing Broker News, and may include delivering presentations to the broker associations and the broker support groups.
- ICBC will host a dedicated webinar to provide detailed information on the new model as well as the processes and required steps which will be involved. The webinar will highlight the role the brokers will play as well as provide an opportunity for questions and answers.



- Broker Account Representatives and BEU will perform their regular support role and ensure additional support and reinforcement is available to the brokers.

C.3 ICBC EMPLOYEES

15. Some ICBC business areas will experience impacts from the changes outlined in this Application. In particular, Commercial Underwriting will play a large role in supporting the change, with support from BEU, Autoplan Sales and Service, Broker Accounts, Broker Governance, Customer "First Contact", Finance, and Underwriting Services. Claims, in particular the Commercial Claims team, will manage claims coming from any taxi operators, including from those who move to the new model.

16. The impacts will be managed as follows:

- The Commercial Underwriting team will be the key team guiding the implementation for ICBC. They will continue their current operational relationship with both brokers and the taxi operators to support the renewals and new policies under the new model and, if chosen, the one time bridging option. Additionally, Commercial Underwriting will manage all required tracking and reporting mechanisms, collect deposits and advise Finance of payments, and process policies through Autoplan Sales. ICBC has taken steps to ensure there are sufficient resources within Commercial Underwriting to manage this transition and support the new model on an ongoing basis.
- Claims will use existing processes, including some manual processes for claims arising from the non-fleet taxi claims under the new APV 434 certificate. This work will be handled through current established processes by the specialized Commercial Claims group.
- Finance has created a new way to handle the deposit premium for taxi operators in the new model, and could see an increase in ongoing work due to the additional number of policies that could potentially be in effect under the new model. Any increase in work would be absorbed within current teams.
- BEU, as the first point of broker contact, will be furnished with messaging and prepared answers to handle anticipated broker questions relating to the new model and know when to direct to the Commercial Underwriting team for support, as of March 16, 2020. ICBC's Broker Account Representatives will also provide an additional level of change support and will be ready to answer questions as of March 16, 2020. This effort will

be a temporary shift in priorities as they increase the support to brokers, within their normal range of work.

17. ICBC's change management team will conduct ongoing reviews with managers of the above mentioned operational areas, to determine the best strategies and tactics for enabling staff to implement and manage the new model. Positions that are minimally affected by the changes will be targeted with awareness-building resources, providing staff with an understanding of the new offerings and how the coverage will work. Additional support will include communication updates and revisions to ICBC's various instructional guides.

D TECHNOLOGY AND PROCESS CHANGE

18. Changes in Guidewire PolicyCenter™ (ICBC's point of sales system) were completed in February 2020 to create a version of the APV 90 that caters to the specific premium breakdown of the new model; 14 territories for the per-vehicle premium and 3 zones for the per-kilometre premium.

19. Although existing processes can be adapted to cover most of the changes outlined in this Application, a few new processes will be implemented.

- There will be new processes for brokers and customers, including the required monthly reporting, and a new non-fleet insurance certificate (APV 434). Brokers will receive information on process and requirements for implementing the new basis of rating and this topic will be fully covered in a webinar.
- Commercial Underwriting will review and update their internal taxi-related processes, especially to support the bridging requirements and the ongoing monthly reporting in the combined per-vehicle and per-kilometre rating model.

E CONCLUSION

20. From a change perspective, the implementation of the new taxi model will be an incremental change to current practice and process for ICBC, but a broader change for brokers and taxi operators in having an additional choice to consider and new ongoing requirements to meet if the new model is chosen. The focus for change management will be to provide direct support to stakeholders; e.g., taxi operators, brokers, and staff, so they can fully understand the changes and be ready for implementation.



**Appendix A – Government Directive of
February 14, 2020 with respect to
Modernizing Passenger Transportation
Services Tariff Amendments for Taxis,
Approved by Order in Council 117/20,
March 5, 2020**

PROVINCE OF BRITISH COLUMBIA
ORDER OF THE LIEUTENANT GOVERNOR IN COUNCIL

Order in Council No. 117

, Approved and Ordered March 5, 2020



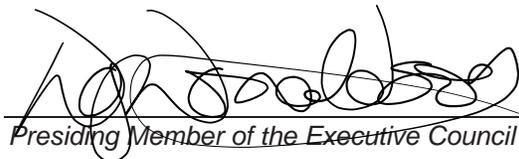
Lieutenant Governor

Executive Council Chambers, Victoria

On the recommendation of the undersigned, the Lieutenant Governor, by and with the advice and consent of the Executive Council, orders that approval is given to the attached government directive issued by the Attorney General to the Insurance Corporation of British Columbia dated February 14, 2020.



Attorney General



Presiding Member of the Executive Council

(This part is for administrative purposes only and is not part of the Order.)

Authority under which Order is made:

Act and section: Insurance Corporation Act, R.S.B.C. 1996, c. 228, s. 47

Other: B.C. Reg. 307/2004, s. 3 (4)



February 14, 2020

Ms. Joy MacPhail
Board of Directors
Executive Office
Insurance Corporation of British Columbia
517-151 West Esplanade
North Vancouver BC V7M 3H9

Dear Ms. MacPhail:

Re: Letter of Direction – Modernizing Passenger Transportation Services Tariff Amendments for Taxis

I am writing to provide direction to the Insurance Corporation of British Columbia (ICBC) regarding changes to ICBC’s Basic insurance rates for taxis in support of modernizing passenger transportation services.

In the June 26, 2019, Letter of Direction to ICBC on Modernizing Passenger Transportation Services Tariff Amendments (OIC 411/2019), ICBC was directed to create a rating model for transportation network service companies and peer-to-peer vehicle rental companies and to update taxi base rates to reflect recent historical loss data.

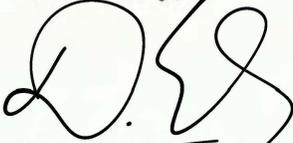
In order to continue modernizing passenger transportation, a new rating model is required for taxis, effective May 1, 2020. Taxi owners are able to remain on the current rating model, or at their option, move to the new more distance-based rating model. Building on the updated taxi base rates in OIC 411/2019, the necessary changes to the rating framework and rates are included in the amended Tariff pages attached to this letter and are to be effective on the dates specified in those Tariff pages.

ICBC is hereby directed to apply to the BCUC by March 13, 2020 for approval of rate amendments as set out in the amended Tariff pages attached to this letter.

ICBC is directed to incorporate any necessary consequential amendments to the attached Tariff pages, and other Tariff pages, for example to reflect any changes to the Tariff approved by the BCUC prior to the effective date of the attached pages.

This letter of direction, including the attached Tariff pages, is a government directive within the meaning of that term defined in Special Direction IC2 to the British Columbia Utilities Commission (B.C. Reg. 307/2004).

Yours truly,

A handwritten signature in black ink, appearing to be 'David Eby', written over a horizontal line.

David Eby, QC
Attorney General

Enclosure

INDEX

- 1. DEFINITIONS**
- 2. BASIC INSURANCE PREMIUMS**
 - 2.A. Scope of this Document
 - 2.B. General Terms and Conditions
 - 2.C. Premium Payable for an Owner's Certificate for a Vehicle (Other Than Fleetplan)
 - 2.D. Premium Payable for an Owner's Certificate for a Vehicle Insured Under Fleetplan
 - 2.D.1 Definition of a Fleet
 - 2.D.2 Calculation of Premium Payable
 - 2.D.3 Fleet Discount
 - 2.D.4 Fleet Surcharge
 - 2.D.5 Fleet Premium Adjustment Agreement (Retrospective Rating)
 - 2.D.6 Fleet Reporting Certificates
 - 2.D.7 Special Rating for Fleetplan
 - 2.D.8 U-Drive Vehicles Used in Place of Courtesy Cars
 - 2.D.9 New Fleets and Fleet Transfers
 - 2.D.10 Grandfathered Fleets
 - 2.E. Premium Payable for Garage Policies
 - 2.E.1 General
 - 2.E.2 Section 1 – Third Party Liability, Accident Benefits, Underinsured Motorist Protection
 - 2.E.3 Section 2 – Own Damage Coverage for Insured's Owned Vehicles
 - 2.E.4 Section 3 – Legal Liability for Own Damage to Customers' Vehicles
 - 2.E.5 Special Rating for Garage Policies
 - 2.F. Premium Payable for Additional Product Certificates
 - 2.F.1 APV16 Temporary Operation Permit and Owner's Certificate of Insurance
 - 2.F.2 APV96 Combined Non-Resident Commercial Vehicle Permit and Insurance Certificate
 - 2.F.3 APV97 Combined Certificate of Registration of a Non-Resident Motor Vehicle and Insurance Certificate
 - 2.F.4 APV 37 Owner's Certificate of Insurance for Highway Crossing Permit

|C

Amended effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

- 2. F.5 APV 38 Binder for Owner's Interim Certificate of Insurance
- 2. F.6 APV 44 Vintage Motor Vehicle Certificate
- 2. F.7 APV 49 Unlicensed Farm Tractor Certificate
- 2. F.8 Licence and Certificate of Insurance (Manufacturer, Trailer Floater)
- 2. F.9 APV 317 Collector Multi Vehicle Licence and Certificate of Insurance
- 2. F.10 APV 116A Special Agreement Vehicle Licence and Certificate of Insurance
- 2. F.11 Transporter's / Demonstration / Repairer's Licence and Certificate of Insurance
- 2. F.12 Limited Access Island Certificate
- 2. F.13 SECTION 2.F.13 IS NO LONGER IN EFFECT
- 2. F.14 Special Event Certificates
- 2. F.15 Unusual Vehicle Certificates
- 2. F.16 APV 40 Temporary Change of Use and/or Territory Endorsement
- 2. F.17 APV 383 Blanket Certificates
- 2. F.18 APV 434 Non-fleet Taxi Certificate

| N

- 2.G. Premium Payable for Driver's Certificates
 - 2.G.1 Premium Payable for Driver's Certificates
 - 2.G.2 Application of Other Basic Insurance Tariff Provisions and IVR Sections
- 2.H. Refunds on Cancellations
 - 2.H.1 Refunds on Cancellations
 - 2.H.2 Per Diem Calculations
- 2.I. Minimum Premiums and Minimum Retained Premiums
 - 2.I.1 Minimum Premiums
 - 2.I.2 Minimum Retained Premiums
- 2.J. Interest on Unpaid Premium and Service Charge for Returned Cheques
- 2.K. Charges for Changes, Cancellations or Surrenders
 - 2.K.1 Premiums or Refunds for Changes
 - 2.K.2 Other Refunds
 - 2.K.3 Prorating
- 2.L. Recovery of Unpaid Premiums
- 2.M. Short Term Premium Surcharge
 - 2.M.1 General
 - 2.M.2 Calculation of Surcharge
- 2.N. Premium for Vehicles Licensed under Section 9 of the Motor Vehicle Act
- 2.O. Learner Premium

Amended effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

- T. Premium Prorate Instructions
- U. Owner's Interim Certificate of Insurance (APV38) Premiums
- V. Minimum Premiums and Minimum Retained Premiums for Additional Product Certificates
- W. U-Drive Vehicles Used in Place of Courtesy Cars
- X. Advanced Safety Technology Factor
- Y. Distance Factor
- Z. Transition Factor
- AA. Unlisted Driver Protection Premium
- AB. Unlisted Driver Accident Premium
- AC. Blanket Certificate Discounts and Surcharges
- AD. Blanket Certificate Premium Adjustment Agreement
- AE. Taxi Fleet Premium Adjustment Agreement
- AF. Non-fleet Taxi Premium Adjustment Agreement
- AG. Non-fleet Taxi Unlisted Driver Protection Premium
- AH. Non-fleet Taxi Unlisted Driver Accident Premium

N

Amended effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

rate class	means the rate class for a vehicle determined in accordance with Schedule B.
shock loss	means a claim payment including reserves for a vehicle in an amount that is (a) greater than \$7,500, and (b) at least double the amount of the next largest claim payment including reserves within the applicable scan period
short term certificate	means (a) a certificate, except an additional product certificate that is issued for a term of less than 11 months plus one day but does not include a certificate issued (i) for a vehicle rated in vehicle rate class 800, 900, 901, 902, 903, 904, 905 or 906, or (ii) in conjunction with a quarterly licence under section 5.02 of the <i>Commercial Transport Regulations (2005)</i> under the <i>Commercial Transport Act</i> (b) a certificate in respect of a vehicle in a fleet under Part 12 of the IVR and under 2.D. of this Basic Insurance Tariff, the term of which is determined under section 162(1.1) of the IVR.
trailer	means a trailer as defined in the <i>Motor Vehicle Act</i> .
transportation network services use	means use or operation of a transportation network services vehicle under a transportation network services authorization for the purposes of picking up, transporting or dropping off passengers by or for whom the vehicle has been hailed through the use of the online platform to which the transportation network services authorization relates.
transportation network services vehicle	means a TNS vehicle as defined in the IVR.
vehicle	means a motor vehicle or trailer.

N

Amended effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

2.C. Premium Payable for an Owner's Certificate for a Vehicle (Other Than Fleetplan)

Subject to Sections 2.I.1 (Minimum Premiums), and 2.M (Short Term Premium Surcharge) of this Basic Insurance Tariff, the premium payable for each new or renewal owner's certificate for a vehicle will, unless the vehicle is insured under Fleetplan (see Section 2.D), or unless another provision of the Basic Insurance Tariff applies, be calculated in accordance with one of the following formulas:

- a) $(\text{base rate premium} \times \text{CDF} \times \text{DDF} \times \text{HVVCF} \times \text{ASTF} \times \text{DF} \times \text{TF}) + \text{LP} + \text{UDPP} + \text{UDAP}$
- or
- b) $(\text{base rate premium} \times \text{HVVCF})$ for trailers and vehicles rated in vehicle rate class 030, 035 or 036

Where

CDF means the combined driver factor determined in accordance with Schedule D,

DDF means the disability discount factor determined in accordance with Schedule G,

HVVCF means the high-value vehicle charge factor determined in accordance with Section 3.C.1,

ASTF means the advanced safety technology factor determined in accordance with Schedule X,

DF means the distance factor determined in accordance with Schedule Y,

TF means the transition factor determined in accordance with Schedule Z,

LP means the learner premium determined in accordance with Section 2.O.,

UDPP means the unlisted driver protection premium determined in accordance with Schedule AA, and

UDAP means the unlisted driver accident premium determined in accordance with Schedule AB.

If the premium payable is financed, Section 3A of this Basic Insurance Tariff applies.

The owner, or in the case of a leased vehicle, the renter (lessee), of a taxi that is not part of a fleet, with an owner's certificate that has an effective date on or before April 30, 2020 and has the technological capability of electronically recording and reporting distance driven as required by the Corporation, may elect to enter into a Non-fleet Taxi Premium Adjustment Agreement in the form set out in Schedule AF with ICBC on May 1, 2020. A Non-fleet Taxi Premium Adjustment Agreement allows for a premium adjustment in addition to any CRS discount or surcharge, or application of CDF. The premium adjustment is made at specific times outlined in

N

Amended Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

the Agreement based on the territory where the taxi is principally operated, as defined in section 2.D, and the distance driven when the taxi is being operated for the purposes of picking up, transporting or dropping off passengers for compensation.

N

2.D. Premium Payable for an Owner's Certificate for a Vehicle Insured Under Fleetplan

In this section:

“principally operated” means use or operation of a taxi other than use or operation:

- a) to travel to pick up passengers by or for whom a ride in the taxi has been requested, including, if the request is cancelled, the distance driven until the request to cancel is received; and
- b) to transport the passengers referred to in paragraph (a),

N

2.D.1 Definition of a Fleet

A fleet is defined in section 155(1) of the IVR.

The minimum number of vehicles established by ICBC for the purposes of section 155(1) of the IVR is five (5).

The rate classes designated by ICBC for the purposes of section 155(1)(b) of the IVR are all rate classes except:

- a) rate classes 001, 036, 051, 701, 710, 711, 712, 713, and 714, and
- b) rate classes 510, 511, 512, 513, 514, 550, 551, and 552, unless the fleet also comprises at least 5 vehicles in other eligible rate classes.

Section 156(1) of the IVR requires a person to apply to insure as a fleet “if a fleet comprises more vehicles than the number established by the corporation”. For the purposes of section 156(1) of the IVR, the number of vehicles established by ICBC is 19 vehicles that are not rated in rate classes 510, 511, 512, 513, 514, 550, 551, or 552.

2.D.2 Calculation of Premium Payable

Subject to Sections 2.D.7 (Special Rating for Fleetplan), 2.I.1 (Minimum Premiums), and 2.M (Short Term Premium Surcharge), the premium payable for each new or renewal owner's certificate for each vehicle in a fleet will be calculated by:

1. determining the premium for the vehicle to which the owner's certificate applies by the following formula:

$$(\text{base rate premium} \times \text{HV VCF} \times \text{ASTF} \times \text{DF})$$

Amended Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

where

HVVCF means the high-value vehicle charge factor determined in accordance with Section 3.C.1,

ASTF means the advanced safety technology factor determined in accordance with Schedule X, and

DF means the distance factor determined in accordance with Schedule Y,

then:

2. applying a fleet discount or fleet surcharge determined in accordance with:
 - a) sections 2.D.6.2.5 or 2.D.6.2.6 for taxis insured on a Fleet Reporting Certificate (Taxis); or
 - b) sections 2.D.3 or 2.D.4 for all other vehicles;

of this Basic Insurance Tariff to the premium calculated in subparagraph 1 above.

If the premium payable is financed, Section 3A of this Basic Insurance Tariff applies.

For some fleets a portion of the premium may be adjusted in accordance with a Fleet Premium Adjustment Agreement – see Section 2.D.5.

2.D.3 Fleet Discount

The fleet discount for a new or renewal owner's certificate for each vehicle in a fleet is the applicable percentage, if any, set out in Schedule I (Fleet Discounts and Fleet Surcharges) that is deducted from the premium calculated in subparagraph 1 of section 2.D.2.

2.D.4 Fleet Surcharge

The fleet surcharge for a new or renewal owner's certificate for each vehicle in a fleet is the applicable percentage, if any, set out in Schedule I (Fleet Discounts and Fleet Surcharges) that is added to the premium calculated in subparagraph 1 of section 2.D.2.

2.D.5 Fleet Premium Adjustment Agreements

2.D.5.1. Fleet Premium Adjustment Agreement (Retrospective Rating)

For a fleet with more than 200 vehicles or an annual paid premium of \$100,000 or more, the fleet operator may elect to enter into a Fleet Premium Adjustment Agreement in the form set out in Schedule K with ICBC. A Fleet Premium Adjustment Agreement allows for a premium adjustment in addition to the applicable fleet discount or fleet surcharge. The premium adjustment is made at specific times outlined in the Agreement after the losses have had time to develop.

Amended Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

C

C

C

2.D.5.2 Taxi Fleet Premium Adjustment Agreement

For a fleet with a designated expiry month before April 2020 with one or more taxis and has the technological capability of electronically recording and reporting distance driven as required by the Corporation, the fleet operator may elect to enter into a Taxi Fleet Premium Adjustment Agreement in the form set out in Schedule AE with ICBC on May 1, 2020. A Taxi Fleet Premium Adjustment Agreement allows for a premium adjustment in addition to the applicable fleet discount or fleet surcharge. The premium adjustment is made at specific times outlined in the Agreement based on the territory where the taxis in the fleet principally operated and the distance driven when the taxis are being operated for the purposes of picking up, transporting or dropping off passengers for compensation.

| N

2.D.6 Fleet Reporting Certificates

The premium payable under a Fleet Reporting Certificate is in addition to the premium payable for each owner's certificate issued in conjunction with the Fleet Reporting Certificate.

| C

| N

2.D.6.1 Fleet Reporting Certificate

A fleet operator applying for renewal of an owner's certificate may, if the fleet operator currently holds a Fleet Reporting Certificate, but not including a Fleet Reporting Certificate – Taxis, elect to insure under a Fleet Reporting Certificate in the form established by the Corporation, if the fleet consists of

| C

- (a) 5 or more motor vehicles licensed under section 10 of the *Commercial Transport Act*, or
- (b) 500 or more vehicles, but excluding any taxis, during the insurance year

| C

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

The premium payable for a Fleet Reporting Certificate is calculated in accordance with Section 2.D.2 of this Basic Insurance Tariff using the rate class and territory for each vehicle determined in accordance with the Fleet Reporting Certificate, but without applying the AST and DF described in Section 2.D.2 in that calculation, to be paid monthly using one of the following formulas to calculate the monthly payment (which must be selected at the time of application):

(a) Monthly payment = (premium payable ÷ estimated aggregate distance to be driven by all of the revenue generating vehicles in the fleet during the policy term (expressed in thousands of miles or thousands of kilometers)) x actual distance (expressed in miles or kilometers) driven in the month

(b) Monthly payment = (premium payable ÷ estimated gross receipts of the revenue generating vehicles in the fleet during the policy term (expressed in hundreds of dollars)) x actual gross receipts of the revenue generating vehicles in the fleet for the month

(c) For each unique combination of rate class and territory and high-value vehicles that applies to one or more vehicles in the fleet, calculate:

([the annual premium payable for one vehicle in that unique combination calculated in accordance with Section 2.D.2 of this Basic Insurance Tariff] ÷ 12) x [the number of vehicles in the fleet at the end of each month to which that unique combination applies]

and then take the aggregate of the results of each such calculation for the fleet to obtain the amount of the monthly payment.

2.D.6.2 Fleet Reporting Certificate – Taxis

In this section:

“**distance driven**” means, with respect to each request for transportation for compensation, the distance driven in kilometres by a taxi, excluding distance driven during transportation network services use, that is insured under the Fleet Reporting Certificate – Taxis:

- a) to travel to pick up passengers by or for whom a ride in the taxi has been requested, including, if the request is cancelled, the distance driven until the request to cancel is received; and
- b) to transport the passengers referred to in paragraph (a), but where more than one request is made to the taxi that results in passengers from those requests being transported at the same time, and where coverage is provided by the same Fleet Reporting Certificate – Taxis for those requests, the distance driven with respect to all such requests will be determined as if they were a single request starting when the first request is received and ending when the last of such passengers are no longer being transported.

Amended Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

N

“**zone**” means any one of zone 1, zone 2 and zone 3 as described Table 2.

2.D.6.2.1 Option to Insure under a Fleet Reporting Certificate – Taxis

If a fleet includes any taxis, has a designated expiry month on or after April 2020 and has the technological capability of electronically recording and reporting distance driven as required by the Corporation, the fleet operator may elect to insure all taxis in the fleet under a Fleet Reporting Certificate – Taxis in the form established by the Corporation.

2.D.6.2.2 Annual Premium for a Fleet Reporting Certificate – Taxis

The annual premium payable for a Fleet Reporting Certificate – Taxis is the sum of 12 consecutive territory-based monthly payments calculated in accordance with section 2.D.6.2.3 and the sum of 12 consecutive monthly distance-based payments calculated in accordance with section 2.D.6.2.4.

2.D.6.2.3 Territory-Based Monthly Payment

A territory-based monthly payment for the annual premium for a Fleet Reporting Certificate – Taxis is payable in accordance with the terms of a Fleet Reporting Certificate – Taxis and calculated as follows for each month using Table 1:

- (a) for each taxi that was insured on the Fleet Reporting Certificate – Taxis for any period of time during the month, allocate the taxi to the territory where the taxi principally operated; and if the taxi operated equally in more than one territory, allocate the taxi to territory that commands the highest premium;
- (b) apply a fleet discount or fleet surcharge in accordance with sections 2.D.6.2.5 or 2.D.6.2.6 of this Basic Insurance Tariff to the applicable Rate/Vehicle for each territory for the corresponding Date Range shown in Table 1 in which the effective date of the Fleet Reporting Certificate – Taxis falls;
- (c) multiply the number of taxis allocated to each territory determined in step (a) by the corresponding discounted or surcharged Rate/Vehicle determined in step (b); and
- (d) sum the amounts calculated for all territories in step (c).

Amended Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

N

Table 1 – Rate/Vehicle by Territory

Date Range	Territory						
	D	E	F	G	H	L	N
	Rate/Vehicle (Dollars/Vehicle)						
May 1, 2020 – Aug. 31, 2020	163.54	167.50	140.69	119.88	155.43	112.91	101.23
Sept. 1, 2020 – Aug. 31, 2021	165.81	167.02	137.31	119.14	154.80	111.22	97.28
Sept. 1, 2021 – Aug. 31, 2022	168.08	166.49	134.02	118.28	154.14	109.55	93.50
Sept. 1, 2022 – Aug. 31, 2023	170.31	165.88	130.73	117.45	153.47	107.86	89.82
Sept. 1, 2023 – Aug. 31, 2024	172.50	165.26	127.40	116.50	152.68	106.17	86.31
Sept. 1, 2024 – Aug. 31, 2025	174.69	164.52	124.21	115.60	151.90	104.42	82.82
Sept. 1, 2025 – Aug. 31, 2026	176.75	163.78	120.97	114.61	151.07	102.73	79.50
Sept. 1, 2026 – Aug. 31, 2027	178.86	162.96	117.87	113.58	150.17	100.98	76.28
Sept. 1, 2027 – Aug. 31, 2028	180.87	162.10	114.73	112.55	149.22	99.21	73.14
Sept. 1, 2028 – Aug. 31, 2029	182.93	161.23	111.67	111.49	148.24	97.52	70.17

N

Date Range	Territory						
	P	R	S	V	W	X	Y
	Rate/Vehicle (Dollars/Vehicle)						
May 1, 2020 – Aug. 31, 2020	117.20	99.12	89.08	97.36	102.27	108.32	120.29
Sept. 1, 2020 – Aug. 31, 2021	111.96	96.16	85.79	93.02	102.83	107.27	116.38
Sept. 1, 2021 – Aug. 31, 2022	106.83	93.22	82.65	88.92	103.39	106.22	112.63
Sept. 1, 2022 – Aug. 31, 2023	101.96	90.36	79.54	84.92	103.93	105.12	108.88
Sept. 1, 2023 – Aug. 31, 2024	97.29	87.52	76.51	81.09	104.40	103.99	105.29
Sept. 1, 2024 – Aug. 31, 2025	92.74	84.76	73.64	77.42	104.88	102.80	101.79
Sept. 1, 2025 – Aug. 31, 2026	88.43	82.10	70.79	73.86	105.28	101.59	98.28
Sept. 1, 2026 – Aug. 31, 2027	84.23	79.45	68.02	70.44	105.66	100.38	94.94
Sept. 1, 2027 – Aug. 31, 2028	80.27	76.81	65.35	67.13	105.97	99.17	91.68
Sept. 1, 2028 – Aug. 31, 2029	76.44	74.32	62.75	63.97	106.28	97.94	88.42

Amended Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

2.D.6.2.4 – Distance-Based Monthly Payment

A distance-based monthly payment for the annual premium for a Fleet Reporting Certificate – Taxis is payable in accordance with the terms of a Fleet Reporting Certificate – Taxis and calculated as follows for each month using Table 2 below:

- a) allocate the distance driven during the month by all taxis, for each request for transportation for compensation, to each zone, as set out in Table 2, based on:
 - i. where the vehicle picked up the passengers; and
 - ii. if a request for transportation was cancelled, where the passengers would have been picked up,

but where more than one request is made to a taxi that results in passengers from those requests being transported at the same time, and where coverage is provided by the same Fleet Reporting Certificate – Taxis, the distance driven with respect to all such requests will be allocated to the zone applicable to the first request.

- b) sum the distance driven for each zone for all requests, as allocated in step (a), rounded for each zone to the nearest kilometre and a distance ending in .5 kilometres shall be raised to the next higher kilometre,
- c) apply a fleet discount or fleet surcharge in accordance with sections 2.D.6.2.5 or 2.D.6.2.6 of this Basic Insurance Tariff to the applicable Rate/km for each zone for the corresponding Date Range shown in Table 2 in which the effective date of the Fleet Reporting Certificate – Taxis falls;
- d) multiply the distances driven for each zone determined in step (b) by the corresponding discounted or surcharged Rate/km as determined in step (c);
- e) sum the amounts calculated in accordance with step (d) for all zones rounded to the nearest dollar and an amount ending in 50 cents shall be raised to the next higher dollar.

N

Amended Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

Table 2 – Rate/km by Zone (in dollars)

Date Range	Zone 1	Zone 2	Zone 3
May 1, 2020 – August 31, 2020	0.190625	0.109688	0.087572
September 1, 2020 – August 31, 2021	0.193868	0.111729	0.087807
September 1, 2021 – August 31, 2022	0.197165	0.113809	0.088043
September 1, 2022 – August 31, 2023	0.200519	0.115928	0.088280
September 1, 2023 – August 31, 2024	0.203930	0.118086	0.088518
September 1, 2024 – August 31, 2025	0.207398	0.120284	0.088756
September 1, 2025 – August 31, 2026	0.210926	0.122523	0.088994
September 1, 2026 – August 31, 2027	0.214514	0.124804	0.089234
September 1, 2027 – August 31, 2028	0.218163	0.127127	0.089474
September 1, 2028 – August 31, 2029	0.221874	0.129494	0.089714

Zone 1: Territory D

Zone 2: Territories E, G, H, L and those parts of Territory W within the boundaries of Victoria, Saanich, North and Central Saanich, Esquimalt, Oak Bay and Sidney

Zone 3: Territories F, N, P, R, S, V, X, Y and those parts of Territory W not included in zone 2

2.D.6.2.5 Fleet Discount Applicable on a Fleet Reporting Certificate – Taxis

The fleet discount for a new or renewal owner’s certificate, or a new or renewal Fleet Reporting Certificate – Taxis, is the applicable percentage, set out in Schedule I (Fleet Discounts and Fleet Surcharges) that is deducted from:

- (a) the premium calculated in subparagraph 1 of section 2.D.2 for each taxi in a fleet;
- (b) the Rate/km calculated in this section 2.D.6.2 for the Fleet Reporting Certificate (Taxis); and
- (c) the Rate/vehicle calculated in this section 2.D.6.2 for the Fleet Reporting Certificate – Taxis .

2.D.6.2.6 Fleet Surcharge Applicable on a Fleet Reporting Certificate – Taxis

The fleet surcharge for a new or renewal owner’s certificate, or a new or renewal Fleet Reporting Certificate – Taxis, is the applicable percentage, set out in Schedule I (Fleet Discounts and Fleet Surcharges) that is added to:

- (a) the premium calculated in subparagraph 1 of section 2.D.2 for each taxi in a fleet;
- (b) the Rate/km calculated in this section 2.D.6.2 for the Fleet Reporting Certificate (Taxis);
- (c) the Rate/vehicle calculated in this section 2.D.6.2 for the Fleet Reporting Certificate – Taxis.

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

N

2.D.7 Special Rating for Fleetplan

2.D.7.1 Shock Loss Rating Consideration

Where a fleet experiences a shock loss which would, but for this Section 2.D.7.1, have the effect of moving the fleet from an actual loss ratio (as defined in Schedule I - Fleet Discounts and Fleet Surcharges) of less than 80% to an actual loss ratio of 80% or more, the amount of the shock loss and any payment including reserves in respect of any other claims taken into account in calculating the loss ratio will be capped at \$7,500 for the purpose of calculating the fleet discount or fleet surcharge pursuant to Section 2.D.3 or 2.D.4 of this Basic Insurance Tariff.

2.D.7.2 Credit for Prior Good Loss Experience

If a fleet has an actual loss ratio of 80% or higher in the current scan period, but did not have an actual loss ratio of 80% (as defined in Schedule I - Fleet Discounts and Fleet Surcharges) or higher in the immediately preceding scan period (as defined in Schedule I), the fleet discount or fleet surcharge will be calculated as if the amount in Column 2 of the table in section 2(c) of Schedule I was the average of the amount found in Column 2 of the table in section 2(c) of Schedule I based on the actual loss ratio in the current scan period and \$7,500 based on the actual loss ratio for the immediately preceding scan period rounded up to the nearest amount appearing in Column 2 of the table in section 2(c) of Schedule I.

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

2.D.7.3 Temporary Capping Due to Standardization of Trailer Basic Insurance Premiums

Effective January 1, 2011

- a) Basic insurance rates for trailers set out in Schedule C changed, and
- b) Schedule I changed to provide that trailers comprising part of a fleet are no longer eligible for fleet discounts or surcharges

(these changes are referred to as the “standardized trailer rate changes”).

If the total premium payable for all vehicles in a fleet as set out in the renewal notices sent by ICBC to a fleet operator before the fleet’s effective date of renewal in 2011 is higher by more than \$300 and by more than 20% compared to what it would have been had the standardized trailer rate changes not been made, then

- c) the fleet’s total premium payable at time of renewal for 2011 is reduced by the amount by which the premium set out in the renewal notices exceeds the greater of \$300 and 120% of what the total premium set out in the notices would have been had the standardized trailer rate changes not been made,
- d) in 2012, if the total premium set out in the renewal notices for that year is higher by more than \$600 and by more than 40% compared to what it would have been had the standardized trailer rate changes not been made, the fleet’s total premium payable at time of renewal for 2012 is reduced by the amount by which the premium set out in the notices exceeds the greater of \$600 and 140% of what the premium set out in the notices would have been had the standardized trailer rate changes not been made, and
- e) in 2013, 2014 and 2015, the same reduction as set out in the preceding paragraph d) shall be made, but the stated percentages and dollar amounts shall increase by 20% and \$300 each year (i.e., 60%, 160% and \$900 for 2013; 80%, 180% and \$1,200 for 2014; and 100%, 200% and \$1,500 for 2015).

2.D.8 U-Drive Vehicles Used in Place of Courtesy Cars

Vehicles that are:

- (a) insured under Fleetplan, and
- (b) rated in Rate Class 008, 018 or 901

may be entitled to a partial rebate or reduction of premium in accordance with Schedule W.

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

2.D.9 New Fleets and Fleet Transfers

2.D.9.1 Transfer of a Fleet to a New Fleetplan Account

Despite Sections 2.D.3 and 2.D.4, if

- (a) a fleet or a portion of a fleet is transferred from one person or entity to another,
- (b) the transferor is insured under Fleetplan prior to the transfer but the transferee is not,
- (c) the transferee insures under Fleetplan upon transfer, and
- (d) the personnel of the transferee responsible for the operation of the fleet or the portion of the fleet being transferred are substantially the same individuals who were responsible for the operation of the fleet or portion of the fleet immediately before the transfer

ICBC will calculate the Fleet Discount or Fleet Surcharge of the Transferee based on the loss experience of the transferor, provided that if only a portion of a fleet is transferred the Fleet Discount or Fleet Surcharge so calculated will only be applied for the first two Fleetplan policy terms following the transfer.

2.D.9.2 Transfer of a Fleet to an Existing Fleetplan Account

Despite Sections 2.D.3 and 2.D.4, if

- (a) a fleet is transferred from one person or entity to another,
- (b) both the transferor and the transferee are insured under Fleetplan prior to the transfer,
- (c) the transferee continues to insure under Fleetplan upon transfer, and
- (d) the personnel of the transferee responsible for the operation of the fleet being transferred are substantially the same individuals who were responsible for the operation of the fleet immediately before the transfer

ICBC will calculate the Fleet Discount or Fleet Surcharge of the Transferee based on the combined loss experience of the transferor and the transferee for subsequent fleet renewals.

Despite the foregoing paragraph, if section 4 of Schedule I applies to the Fleet Discount of either the transferor or transferee and the fleet transfer occurred in the first 12 months of the 24 month period described in section 4 of Schedule I, then a Fleet Discount of 44% applies to the subsequent fleet renewal provided that the transferee insures taxis on a Fleet Reporting Certificate – Taxis.

2.D.9.3 Parent and Subsidiary

Despite Sections 2.D.3 and 2.D.4, if a parent company and one or more subsidiaries of that company, at least one of which is insured under Fleetplan, elect to insure the vehicles owned or leased by both the parent and the subsidiaries under a single existing Fleetplan account, ICBC will calculate the Fleet Discount or Fleet Surcharge of the Fleetplan Account based on the combined loss experience of the parent and the subsidiaries for subsequent fleet renewals.

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

| C

| N

Despite the foregoing paragraph, if section 4 of Schedule I applies to the Fleet Discount of any of the parent or subsidiaries and election to insure under a single Fleetplan account occurred in the first 12 months of the 24 month period described in section 4 of Schedule I, then a Fleet Discount of 44% applies to the subsequent fleet renewal provided that taxis on the Fleetplan Account are insured on a Fleet Reporting Certificate – Taxis.

N

2.D.9.4 Amalgamations

Despite Sections 2.D.3 and 2.D.4, if two or more companies amalgamate and at least one of the amalgamating companies is insured under Fleetplan, ICBC will calculate the Fleet Discount or Fleet Surcharge for the amalgamated company based on the combined loss experience of all of the amalgamating companies for subsequent fleet renewals.

Despite the foregoing paragraph, if section 4 of Schedule I applies to the Fleet Discount of any of the amalgamating companies and the amalgamation occurred in the first 12 months of the 24 month period described in section 4 of Schedule I, then a Fleet Discount of 44% applies to the subsequent fleet renewal provided that the amalgamated company insures taxis on a Fleet Reporting Certificate – Taxis.

N

2.D.10 Grandfathered Fleets

2.D.10.1 Definition

In this section 2.D.10, a “grandfathered fleet” means a fleet that was insured as a fleet on December 31, 2010 but does not include a fleet that later ceases to be insured as a fleet, even if it recommences to be insured as a fleet.

2.D.10.2 Rules for Grandfathered Fleets

The provisions of Section 2.D apply to grandfathered fleets except as follows:

- a) in section 2.D.1, the rate classes designated by ICBC for the purposes of section 155(1)(b) of the IVR are all rate classes except: 001, 051, 701, 710, 711, 712, 713 and 714,
- b) in accordance with section 2.D.5.1, a grandfathered fleet may not extend the term of a Fleet Premium Adjustment Agreement in the form previously described as Plan A,
- c) if a whole grandfathered fleet is transferred in accordance with section 2.D.9.1, the transferee’s fleet will be a grandfathered fleet,
- d) if a portion of a grandfathered fleet is transferred in accordance with section 2.D.9.1, the transferee’s fleet will not be a grandfathered fleet, and
- e) if a grandfathered fleet is transferred in accordance with section 2.D.9.2, the transferee’s fleet will only be a grandfathered fleet if it was a grandfathered fleet before the transfer.

C

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

2.F.17 APV 383 Blanket Certificate

2.F.17.1 – Calculation of Premium for Blanket Certificates

2.F.17.1.1 Calculation of Premium for TNS Blanket Certificates

This coverage is issued on a TNS blanket certificate (APV383) provided the applicant has the technological capability of electronically recording and reporting distance driven as required by the Corporation. It may be issued for an annual term only.

| C

In this section:

“**distance driven**” means, with respect to each request for transportation through an online platform, the distance driven in kilometres by a vehicle that is insured under a TNS blanket certificate:

- a) to travel to pick up passengers by or for whom a ride in the vehicle has been requested through the use of the online platform, including, if the request is cancelled, the distance driven until the request to cancel is received; and
- b) to transport the passengers referred to in paragraph (a),

but where more than one request from the same online platform results in passengers from those requests being transported at the same time, the distance driven with respect to all such requests will be determined as if they were a single request starting when the first request is received and ending when the last of such passengers are no longer being transported.

“**zone**” means any one of zone 1, zone 2 and zone 3 as described in Table 1.

| C

The annual premium payable for a TNS blanket certificate is the sum of 12 consecutive monthly payments payable in accordance with the terms of the TNS blanket certificate and calculated as follows for each month using Table 1 below:

- a) allocate the distance driven during the month by all vehicles, for each request for transportation through an online platform, to each zone, as set out in Table 1, based on:
 - i. where the vehicle picked up the passengers; and
 - ii. if a request for transportation was cancelled, where the passengers would have been picked up,

| C

but where more than one request from the same online platform results in passengers from those requests being transported at the same time, the distance driven with respect to all such requests will be allocated to the zone applicable to the first request.

| C

Amended Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

- b) sum the distance driven for each zone for all requests, as allocated in step (a), rounded for each zone to the nearest kilometre and a distance ending in .5 kilometres shall be raised to the next higher kilometre,
- c) apply a blanket certificate discount or blanket certificate surcharge in accordance with sections 2.F.17.2 or 2.F.17.3 of this Basic Insurance Tariff to the applicable Rate/km for each zone for the corresponding Date Range shown in Table 1 in which the effective date of the blanket certificate falls;
- d) multiply the distances driven for each zone determined in step (b) by the corresponding discounted or surcharged Rate/km as determined in step (c);
- e) sum the amounts calculated in accordance with step (d) rounded to the nearest dollar and an amount ending in 50 cents shall be raised to the next higher dollar.

C

Table 1 – Rate/km by Zone (in dollars)

Date Range	Zone 1	Zone 2	Zone 3
September 16, 2019 – August 31, 2020	0.190625	0.109688	0.087572
September 1, 2020 – August 31, 2021	0.193868	0.111729	0.087807
September 1, 2021 – August 31, 2022	0.197165	0.113809	0.088043
September 1, 2022 – August 31, 2023	0.200519	0.115928	0.088280
September 1, 2023 – August 31, 2024	0.203930	0.118086	0.088518
September 1, 2024 – August 31, 2025	0.207398	0.120284	0.088756
September 1, 2025 – August 31, 2026	0.210926	0.122523	0.088994
September 1, 2026 – August 31, 2027	0.214514	0.124804	0.089234
September 1, 2027 – August 31, 2028	0.218163	0.127127	0.089474
September 1, 2028 – August 31, 2029	0.221874	0.129494	0.089714

C

Zone 1: Territory D
 Zone 2: Territories E, G, H, L and those parts of Territory W within the boundaries of Victoria, Saanich, North and Central Saanich, Esquimalt, Oak Bay and Sidney
 Zone 3: Territories F, N, P, R, S, V, X, Y and those parts of Territory W not included in zone 2

For some blanket certificates a portion of the premium may be adjusted in accordance with a Blanket Certificate Premium Adjustment Agreement – see Section 2.F.17.4.

2.F.17.1.2 – Calculation of Premium for P2P Blanket Certificates

This coverage is issued on a P2P blanket certificate (APV383). It may be issued for an annual term only.

In this section:

“**days rented**” means the number of days on which a vehicle is rented for all or part of a day, regardless of the number of rental agreements applicable to a given day.

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

2.F.18 APV 434 Non-fleet Taxi Certificate

A taxi that is not part of a fleet and has the technological capability of electronically recording and reporting distance driven as required by the Corporation, may be insured on or after May 1, 2020, under a Non-fleet Taxi Certificate (APV 434) in the form established by the Corporation. This certificate is issued for an annual term only.

2.F.18.1 Definitions

In this section:

“CDF” means:

- a) the first combined driver factor determined in accordance with Schedule D that was applicable on the date of application for a new Non-fleet Taxi Certificate (APV 434); or
- b) the first combined driver factor determined in accordance with Schedule D that was applicable 45 days before the effective date of a Non-fleet Taxi Certificate (APV 434) that is renewing a previous certificate.

Despite paragraphs (a) and (b), the CDF applicable to a Non-fleet Taxi Certificate (APV 434) is 0.56 for the first 24 months that the certificate holder holds that certificate.

Despite any provision in Schedule D, the CDF will not change for the duration of the term of the Non-fleet Taxi Certificate (APV 434).

“HVVCF” means the high-value vehicle charge factor determined in accordance with Section 3.C.1.

“TF” means the transition factor determined in accordance with Schedule Z. The Non-fleet Taxi Certificate (APV 434) is a renewal certificate for the purposes of Schedule Z.

“LP” means the learner premium determined in accordance with Section 2.O.

“NTUDPP” means the non-fleet taxi unlisted driver protection premium determined in accordance with Schedule AG.

“NTUDAP” means the non-fleet taxi unlisted driver accident premium determined in accordance with Schedule AH.

“**distance driven**” means, with respect to each request for transportation for compensation, the distance driven in kilometres by the taxi, excluding distance driven during transportation network services use, that is insured under a Non-fleet Taxi Certificate (APV 434):

- a) to travel to pick up passengers by or for whom a ride in the taxi has been requested, including, if the request is cancelled, the distance driven until the request to cancel is received; and
- b) to transport the passengers referred to in paragraph (a),

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

N

but where more than one request is made to the taxi that results in passengers from those requests being transported at the same time, and where coverage is provided by the same Non-fleet Taxi Certificate (APV 434) for those requests, the distance driven with respect to all such requests will be determined as if they were a single request starting when the first request is received and ending when the last of such passengers are no longer being transported.

“zone” means any one of zone 1, zone 2 or zone 3 as described in Table 1.

2.F.18.2 Calculation of Premium

In this section:

“**principally operated**” means use or operation of a taxi other than use or operation:

- a) to travel to pick up passengers by or for whom a ride in the taxi has been requested, including, if the request is cancelled, the distance driven until the request to cancel is received; and
- b) to transport the passengers referred to in paragraph (a),

2.F.18.2.1

The annual premium payable for a Non-fleet Taxi Certificate (APV 434) is the sum of 12 consecutive territory-based monthly payments, calculated in accordance with section 2.F.18.2.2, the sum of 12 consecutive distance-based monthly payments calculated in accordance with section 2.F.18.2.3. and adding any LP, NTUDAP and NTUDPP.

2.F.18.2.2 Territory-Based Monthly Payment

A territory-based monthly payment for the annual premium for a Non-fleet Taxi Certificate (APV 434) is payable in accordance with the terms of the Non-fleet Taxi Certificate (APV 434) and calculated as follows for each month using Table 1:

- (a) allocate the taxi to the territory where the taxi principally operated; and if the taxi operated equally in more than one territory, allocate the taxi to the territory that commands the highest premium;
- (b) multiply the applicable Rate/vehicle set out Table 1 for that territory determined in step (a) for the corresponding Date Range shown in Table 1 in which the effective date of the Non-fleet Taxi Certificate (APV434) falls, by the CDF, the HVVCF and the TF to determine the territory-based monthly payment.

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

N

Table 1 –Rate/Vehicle by Territory

Date Range	Territory						
	D	E	F	G	H	L	N
Rate/Vehicle (Dollars/Vehicle)							
May 1, 2020 – Aug. 31, 2020	163.54	167.50	140.69	119.88	155.43	112.91	101.23
Sept. 1, 2020 – Aug. 31, 2021	165.81	167.02	137.31	119.14	154.80	111.22	97.28
Sept. 1, 2021 – Aug. 31, 2022	168.08	166.49	134.02	118.28	154.14	109.55	93.50
Sept. 1, 2022 – Aug. 31, 2023	170.31	165.88	130.73	117.45	153.47	107.86	89.82
Sept. 1, 2023 – Aug. 31, 2024	172.50	165.26	127.40	116.50	152.68	106.17	86.31
Sept. 1, 2024 – Aug. 31, 2025	174.69	164.52	124.21	115.60	151.90	104.42	82.82
Sept. 1, 2025 – Aug. 31, 2026	176.75	163.78	120.97	114.61	151.07	102.73	79.50
Sept. 1, 2026 – Aug. 31, 2027	178.86	162.96	117.87	113.58	150.17	100.98	76.28
Sept. 1, 2027 – Aug. 31, 2028	180.87	162.10	114.73	112.55	149.22	99.21	73.14
Sept. 1, 2028 – Aug. 31, 2029	182.93	161.23	111.67	111.49	148.24	97.52	70.17

Date Range	Territory						
	P	R	S	V	W	X	Y
Rate/Vehicle (Dollars/Vehicle)							
May 1, 2020 – Aug. 31, 2020	117.20	99.12	89.08	97.36	102.27	108.32	120.29
Sept. 1, 2020 – Aug. 31, 2021	111.96	96.16	85.79	93.02	102.83	107.27	116.38
Sept. 1, 2021 – Aug. 31, 2022	106.83	93.22	82.65	88.92	103.39	106.22	112.63
Sept. 1, 2022 – Aug. 31, 2023	101.96	90.36	79.54	84.92	103.93	105.12	108.88
Sept. 1, 2023 – Aug. 31, 2024	97.29	87.52	76.51	81.09	104.40	103.99	105.29
Sept. 1, 2024 – Aug. 31, 2025	92.74	84.76	73.64	77.42	104.88	102.80	101.79
Sept. 1, 2025 – Aug. 31, 2026	88.43	82.10	70.79	73.86	105.28	101.59	98.28
Sept. 1, 2026 – Aug. 31, 2027	84.23	79.45	68.02	70.44	105.66	100.38	94.94
Sept. 1, 2027 – Aug. 31, 2028	80.27	76.81	65.35	67.13	105.97	99.17	91.68
Sept. 1, 2028 – Aug. 31, 2029	76.44	74.32	62.75	63.97	106.28	97.94	88.42

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

N

2.F.18.2.3 – Distance-Based Monthly Payment

A distance-based monthly payment for the annual premium for a Non-fleet Taxi Certificate (APV434) is payable in accordance with the terms of a Non-fleet Taxi Certificate (APV434) and calculated as follows for each month using Table 2 below:

- a) allocate the distance driven during the month by the taxi, for each request for transportation for compensation, to each zone, as set out in Table 2, based on:
 - i. where the vehicle picked up the passengers; and
 - ii. if a request for transportation was cancelled, where the passengers would have been picked up,but where more than one request is made to the taxi, that results in passengers from those requests being transported at the same time, and where coverage is provided by the same Non-fleet Taxi Certificate (APV434), the distance driven with respect to all such requests will be allocated to the zone applicable to the first request.
- b) sum the distance driven for each zone for all requests, as allocated in step (a), rounded for each zone to the nearest kilometre and a distance ending in .5 kilometres shall be raised to the next higher kilometre,
- c) multiply the Rate/km each zone for the corresponding Date Range shown in Table 2 in which the effective date of the Non-fleet Taxi Certificate (APV434) falls, by the CDF, the HVVCF and the TF to determine an adjusted Rate/km;
- d) multiply the distances driven for each zone determined in step (b) by the corresponding adjusted Rate/km as determined in step (c);
- e) sum the amounts calculated in accordance with step (d) for every zone rounded to the nearest dollar and an amount ending in 50 cents shall be raised to the next higher dollar.

N

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

Table 2 – Rate/km by Zone (in dollars)

Date Range	Zone 1	Zone 2	Zone 3
May 1, 2020 – August 31, 2020	0.190625	0.109688	0.087572
September 1, 2020 – August 31, 2021	0.193868	0.111729	0.087807
September 1, 2021 – August 31, 2022	0.197165	0.113809	0.088043
September 1, 2022 – August 31, 2023	0.200519	0.115928	0.088280
September 1, 2023 – August 31, 2024	0.203930	0.118086	0.088518
September 1, 2024 – August 31, 2025	0.207398	0.120284	0.088756
September 1, 2025 – August 31, 2026	0.210926	0.122523	0.088994
September 1, 2026 – August 31, 2027	0.214514	0.124804	0.089234
September 1, 2027 – August 31, 2028	0.218163	0.127127	0.089474
September 1, 2028 – August 31, 2029	0.221874	0.129494	0.089714

Zone 1: Territory D

Zone 2: Territories E, G, H, L and those parts of Territory W within the boundaries of Victoria, Saanich, North and Central Saanich, Esquimalt, Oak Bay and Sidney

Zone 3: Territories F, N, P, R, S, V, X, Y and those parts of Territory W not included in zone 2

N

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

2.I. Minimum Premiums and Minimum Retained Premiums

2.I.1 Minimum Premiums

2.I.1.1) Despite any other provision of this Basic Insurance Tariff, the minimum premium payable for a short term certificate, is the prorated annual premium excluding unlisted driver protection premium as described in section 2.C of this Basic Insurance Tariff, plus \$50 in respect of unlisted driver protection premium if applicable, plus the surcharge set out in Schedule Q (Short Term Certificates).

2.I.1.2.) Despite any other provision of this Basic Insurance Tariff, the minimum premium payable for an additional product certificate is the greater of the following:

- a) the amount specified in Schedule V (Minimum Premiums and Minimum Retained Premiums for Additional Product Certificates), and
- b) the prorated annual premium payable calculated in accordance with Section 2.K.3 of this Basic insurance tariff plus, any surcharge payable with respect to a certificate issued for less than 12 months as set out in this Basic Insurance Tariff.

2.I.2 Minimum Retained Premiums

Despite any other provision of this Basic Insurance Tariff ICBC is not required to refund

- a) the retained premium specified in Schedule V (Minimum Premiums and Minimum Retained Premiums for Additional Product Certificates), or which may be shown on a certificate as “minimum retained premium” or “minimum non-refundable premium”,
- b) the premium paid with respect to a vehicle rated in vehicle rate class 036, or
- c) the unlisted driver protection premium as described in section 2.C and the non-fleet taxi unlisted driver protection premium as described in section 2.F.18 of this Basic Insurance Tariff when it is removed through a mid-term change and, if the certificate is cancelled, ICBC is not required to refund a minimum retained premium of \$50.

Amended Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

|c

2.K.1 Premiums or Refunds for Changes

2.K.1.1 On reporting a change:

- a) described in section 9(2) (a) (ii) or (b) of the IVR,
- b) to listed drivers,
- c) to add an unlisted driver protection premium as described in section 2.C. of this Basic Insurance Tariff, or
- d) to add a non-fleet taxi unlisted driver protection premium as described in section 2.F.18.1 of this Basic Insurance Tariff,

C
N

the person named on an owner's certificate or an additional product certificate, or in the case of a vehicle insured under Fleetplan, the fleet operator, shall pay to ICBC or, subject to Section 3 of Schedule Q (Short Term Certificates) of this Basic Insurance Tariff, be refunded by ICBC the difference, calculated in accordance with Section 2.K.3 of this Basic Insurance Tariff, between the premium paid for the number of days in the term of the owner's certificate or additional product certificate that are unexpired on the day the change is reported and the premium payable as a result of the change.

2.K.1.2 Schedules A, B, C, D, G, T, X, Y, Z, AA and AB, Sections 2.F. and 2.O., and the definition of base rate in Section 1 of this Basic Insurance Tariff that are in force on the effective date of an owner's certificate or an additional product certificate continue to apply to any change made in the owner's certificate or additional product certificate before it expires notwithstanding any intervening amendment to such Schedules and Sections.

2.K.2 Other Refunds

2.K.2.1 Notwithstanding section 2.H.1 of this Basic Insurance Tariff and subject to Section 3 of Schedule Q (Short Term Certificates) where

- (a) the person named on an owner's certificate, or
- (b) in the case of a vehicle insured under Fleetplan, the fleet operator,

satisfies ICBC that during the term of the certificate the vehicle described in it has, for a continuous period of 30 days or more, been in a jurisdiction other than Canada or the United States of America, ICBC may refund to the person named in the owner's certificate or the fleet operator as the case may be, that part of the premium for the owner's certificate that is proportionate to the number of days the vehicle was in the other jurisdiction.

2.K.2.2 Subject to Section 3 of Schedule Q (Short Term Certificates), where an owner's certificate is deemed to have lapsed under section 37 (4) of the IVA, ICBC may refund to the person named in the owner's certificate or the fleet operator as the case may be, the premium for the number of days remaining unexpired in the certificate on the day on which it is deemed to have lapsed.

2.K.2.3 Section 2.K.2.1 and 2.K.2.2 does not apply with respect to a vehicle rated in vehicle rate class 036.

Amended Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

2.K.3 Prorating

2.K.3.1 A premium payment, refund or adjustment resulting from

(a) ICBC issuing an owner's certificate or an additional product certificate for a term of less than 365 days,

(b) a change described in section 9 (a) (ii) or (b) of the IVR, a change to add or remove a listed driver, a change to add an unlisted driver protection premium as described in section 2.C of this Basic Insurance Tariff, or a change to add a non-fleet taxi unlisted driver protection premium as described in section 2.F.18.1 of this Basic Insurance Tariff or

(c) cancellation of an owner's certificate or an additional product certificate

shall be calculated per day in accordance with Schedule T, except that for a change to add an unlisted driver protection premium or a non-fleet taxi unlisted driver protection premium a minimum premium of \$50 applies.

2.K.3.2 Section 15.4 of the IVR applies in respect of a payment, refund or adjustment referred to in subsection 2.K.3.1.

2.K.3.3

(a) Where, after a discount of premium is made, any premium is payable to or refundable by the corporation in respect of an owner's certificate because of a change described in section 9 (a) (ii) or (b) of the IVR, the discount shall be prorated and the amount payable to or refundable by the corporation shall be based on the amount of premium paid or payable for the term of the certificate that remains unexpired, less the proportionate discount for that unexpired term.

(b) Where, during the term of an owner's certificate, extension insurance or an additional product certificate is issued or changed in respect of the vehicle described in the certificate, the applicable premium shall be prorated for the number of days covered.

2.K.3.4 This section 2.K.3 does not apply to a temporary operation permit and owner's certificate of insurance (APV-16) referred to in Section 2.F.1 or with respect to a vehicle rated in vehicle rate class 036.

Amended Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

Insurance Corporation of British Columbia
 Basic Insurance Tariff
 Schedule B: Vehicle Rate Classes Page 10
 Second Revision Effective: May 1, 2020

Rate Class	Vehicle Use Table		Rate Class	Vehicle Use Table		Rate Class	Vehicle Use Table
111	4.19-A		441	4.10-D		691	4.13-A
112	4.19-A		442	4.10-D		692	4.13-A
113	4.19-A		443	4.10-D		693	4.13-A
114	4.19-A		444	4.10-D		695	4.13-A
120	4.18-A		445	4.10-D		701	4.20-A
121	4.18-A		446	4.10-D			
122	4.18-A		450	4.10-D		710	4.21-A
123	4.18-A		451	4.10-D		711	4.21-A
140	4.17-A		452	4.10-D		712	4.21-A
141	4.17-A		453	4.10-D		713	4.21-A
150	4.7-A		454	4.10-D		714	4.21-A
151	4.7-A		455	4.10-D			
160	4.4-A		456	4.10-D			
161	4.4-A		460	4.10-D			
170	4.4-A/ 4.19-B		461	4.10-D			
310	4.14-A		462	4.10-D			
311	4.14-A		463	4.10-D		800	4.19-C
312	4.14-A		464	4.10-D		900	4.19-C
313	4.14-A		465	4.10-D		901	4.19-C
314	4.14-A		466	4.10-D		902	4.13-A/4.19-C
			510	4.16-A		903	4.19-C
			511	4.16-A		904	4.19-C
			512	4.16-A		905	4.19-C
			513	4.16-A		906	4.19-C
			514	4.16-A		919	4.13-A/4.19-C

| C

| C

Amended effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

Insurance Corporation of British Columbia
 Basic Insurance Tariff
 Schedule B: Vehicle Rate Classes Page 14
 Fourth Revision Effective: May 1, 2020

Table No.	Rate Class	Vehicle Use	Page No. in Schedule B
	442, 443, 444, 445, 446, 450, 451, 452, 453, 454, 455, 456, 460, 461, 462, 463, 464, 465, 466	5000 kg GVW (distance operated beyond 550 km)	
4.11-A	017	Vehicles used in the Logging Industry: commercial motor vehicles 8200 kg GVW or less	45
4.11-A	017	Vehicles used in the Silviculture Industry: commercial motor vehicles 8200 kg GVW or less	45
4.11-A	017	Vehicles Operated under a Road and Bridge Maintenance Contract: commercial motor vehicles 8200 kg GVW or less	45
4.12-A	600, 601, 602, 603	Buses: public bus use, airport bus use, or charter bus use (distance operated within 160 km)	46
4.12-B	610, 611, 612, 620, 621, 622, 630, 631, 632	Buses: public bus use, airport bus use, or charter bus use (distance operated from 161 km to 550 km)	48
4.12-C	640, 641, 642, 650, 651, 652, 660, 661, 662	Buses: public bus use, airport bus use, or charter bus use (distance operated beyond 550 km)	50
4.12-D	670, 671, 672, 680, 681, 682	Buses: school bus, private bus, and religious bus use	52
4.13-A	690, 691, 692, 693, 902, 919	Taxi Use	54
4.13-A	695	Limousine Use	54
4.14-A	310, 311, 312, 313, 314	Motorcycles	56

C

Amended effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

Insurance Corporation of British Columbia
 Basic Insurance Tariff
 Schedule B: Vehicle Rate Classes Page 16
 Fourth Revision Effective: May 1, 2020

Table No.	Rate Class	Vehicle Use	Page No. in Schedule B
4.19-A	113	Oil and Gas Exploration Vehicle Use: over 5000 kg GVW	64
4.19-A	114	Logging Truck Use: over 5000 kg GVW	64
4.19-A	403	Driving School Vehicle: over 5000 kg GVW	64
4.19-B	170	Road Building Machine	65
4.19-B	170	Industrial Machine	65
4.19-C	800	Vehicles with Number Plates Issued in Conjunction with a Garage Policy	67
4.19-C	900, 901, 902, 903, 904	Vehicles with Number Plates Issued in Conjunction with a Fleetplan	67
4.19-C	905, 906	Government of BC	67
4.19-C	919	Vehicles exempt from Autoplan Insurance: Government of Canada, Federal Crown Corporation (owned, leased or operated) and Extra-Provincial Undertaking (owned, leased or operated)	67
4.19-C	919	Limited access islands not accessible by scheduled vehicle ferry service or by bridge and provided that Basic insurance is purchased under a Limited Access Island Certificate (APV284)	67
4.19-C	919	Non-fleet taxis insured under a Non-fleet Taxi Certificate (APV 434)	67
4.20-A	701	Collector Motor Vehicles Licensed under a "Collector Plate" - Private Passenger and Commercial Motor Vehicles	68
4.21-A	710, 711, 712, 713, 714	Collector Motorcycles Licensed under a "Collector Plate"	69

N

Amended effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

Table 4.13-A: Taxi and Limousine Use

Rating Territory	Operations Area	Rate Class
D	Taxis — Operations principally are within the boundaries of Vancouver, Burnaby, New Westminster or Richmond (Vancouver International Airport is not considered to be a part of Richmond for the purposes of this rate class)	690
D	Taxis — Operations principally are within the boundaries of North and West Vancouver	692
D	Taxis — Operated principally from the Vancouver International Airport	693
D	All other taxis	691
E	All taxis	690
F	All taxis	691
G	All taxis	691
H	All taxis	690
L	Taxis — Operations principally within the boundaries of Coldstream, Kamloops, Kelowna, Penticton, Revelstoke or Vernon	690
L	All other taxis	691
N	Taxis — Operations principally within the boundaries of Cranbrook or Nelson	690
N	All other taxis	691
P	All taxis	691
R	Taxis — Operations principally within the boundary of Prince George	690
R	All other taxis	691
S	Taxis — Operations principally within the boundaries of Prince Rupert, Kitimat or Terrace	690
S	All other taxis	691
V	Taxis — Operations principally within the boundaries of Dawson Creek or Fort St. John	690
V	All other taxis	691
W	Taxis — Operations principally within the boundaries of Victoria, Saanich, North and Central Saanich, Esquimalt, Oak Bay or Sidney	690
W	All other taxis	691
X	Taxis — Operations principally within the boundaries of Nanaimo, Duncan, Comox, Courtenay or Port Alberni	690
X	All other taxis	691
Y	Taxis — Operations principally within the boundary of Campbell River	690
Y	All other taxis	691
All	Limousine use (under 5000 kg GVW)	695
All	Taxis – insured under a Fleet Reporting Certificate (Taxis)	902
All	Taxis – insured under a Non-fleet Taxi Certificate (APV 434)	919

| C

| C

| N

Amended effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

Table 4.19-C: Miscellaneous Vehicles and Uses

Vehicle Use	Rate Class
Vehicles with number plates (Vehicle Types 1, 2, 3, 4, 5 and 6) issued in conjunction with a Garage Policy which provides coverage for "owned vehicles"	800
Vehicles with number plates (Vehicles Types 1, 2, 3, 4, 5 and 6) issued in conjunction with a Fleet Reporting Certificate	900 to 904
Government of British Columbia	905 and 906
Limited access islands not accessible by scheduled vehicle ferry service or by bridge and provided that Basic insurance is purchased under a Limited Access Island Certificate (APV284)	919
Non-fleet taxis insured under a Non-fleet Taxi Certificate (APV 434)	919
Vehicles exempt from Autoplan Insurance	
Government of Canada; Federal Crown Corporation (owned, leased or operated)	919
Extra-Provincial Undertaking (owned, leased or operated)	919

| N

Amended effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

experience during the scan period for calculating the fleet discount or fleet surcharge for the renewal.

(2) The discount for renewal of insurance for a fleet that has a loss ratio set out in Column A of the following Tables is the discount set out opposite that loss ratio in Column B:

(a) for vehicles rated in rate classes 510, 511, 512, 513, 514, 550, 551 or 552:

Column A	Column B
<i>Loss Ratio</i>	<i>Discount</i>
<i>All loss ratios</i>	<i>0% of premium</i>

(b) for all other vehicles:

Column A	Column B
<i>Loss Ratio</i>	<i>Discount</i>
0%	63% of premium or rate
Over 0 to 1%	62% of premium or rate
Over 1 to 2%	61% of premium or rate
Over 2 to 3%	60% of premium or rate
Over 3 to 4%	59% of premium or rate
Over 4 to 5%	58% of premium or rate
Over 5 to 6%	57% of premium or rate
Over 6 to 7%	56% of premium or rate
Over 7 to 8%	55% of premium or rate
Over 8 to 9%	54% of premium or rate
Over 9 to 10%	53% of premium or rate
Over 10 to 11%	52% of premium or rate
Over 11 to 12%	51% of premium or rate
Over 12 to 13%	50% of premium or rate
Over 13 to 14%	49% of premium or rate
Over 14 to 15%	48% of premium or rate
Over 15 to 16%	47% of premium or rate
Over 16 to 17%	46% of premium or rate
Over 17 to 18%	45% of premium or rate

C

Insurance Corporation of British Columbia
 Basic Insurance Tariff
 Schedule I: Discounts and Fleet Surcharges Page 6
 Second Revision Effective: May 1, 2020

Over 18 to 19%	44% of premium or rate
Over 19 to 20%	43% of premium or rate
Over 20 to 21%	42% of premium or rate
Over 21 to 22%	41% of premium or rate
Over 22 to 23%	40% of premium or rate
Over 23 to 24%	39% of premium or rate
Over 24 to 25%	38% of premium or rate
Over 25 to 26%	37% of premium or rate
Over 26 to 27%	36% of premium or rate
Over 27 to 28%	35% of premium or rate
Over 28 to 29%	34% of premium or rate
Over 29 to 30%	33% of premium or rate
Over 30 to 31%	32% of premium or rate
Over 31 to 32%	31% of premium or rate
Over 32 to 33%	30% of premium or rate
Over 33 to 34%	29% of premium or rate
Over 34 to 35%	28% of premium or rate
Over 35 to 36%	27% of premium or rate
Over 36 to 37%	26% of premium or rate
Over 37 to 38%	25% of premium or rate
Over 38 to 39%	24% of premium or rate
Over 39 to 40%	23% of premium or rate
Over 40 to 41%	22% of premium or rate
Over 41 to 42%	21% of premium or rate
Over 42 to 43%	20% of premium or rate
Over 43 to 44%	19% of premium or rate
Over 44 to 45%	18% of premium or rate
Over 45 to 46%	17% of premium or rate
Over 46 to 47%	16% of premium or rate
Over 47 to 48%	15% of premium or rate
Over 48 to 49%	14% of premium or rate
Over 49 to 50%	13% of premium or rate

C

Amended Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

Over 50 to 51%	12% of premium or rate
Over 51 to 52%	11% of premium or rate
Over 52 to 53%	10% of premium or rate
Over 53 to 54%	9% of premium or rate
Over 54 to 55%	8% of premium or rate
Over 55 to 56%	7% of premium or rate
Over 56 to 57%	6% of premium or rate
Over 57 to 58%	5% of premium or rate
Over 58 to 59%	4% of premium or rate
Over 59 to 60%	3% of premium or rate
Over 60 to 61%	2% of premium or rate
Over 61 to 62%	1% of premium or rate
Over 62 to 63%	0% of premium or rate

C

3.4 Fleet Surcharges for renewal of insurance

The surcharge for renewal of insurance for a fleet that has the loss ratio set out in Column A of the following Tables is the surcharge set out opposite that loss ratio in Column B:

- a) for vehicles rated in rate classes 510, 511, 512, 513, 514, 550, 551 or 552:

Column A	Column B
<i>Loss Ratio</i>	<i>Surcharge</i>
<i>All loss ratios</i>	<i>0% of premium</i>

- b) for all other vehicles:

Column A	Column B
<i>Loss Ratio</i>	<i>Surcharge</i>
Over 63 to 64%	1% of premium or rate
Over 64 to 65%	2% of premium or rate
Over 65 to 66%	3% of premium or rate
Over 66 to 67%	4% of premium or rate

C

Amended Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

Insurance Corporation of British Columbia
 Basic Insurance Tariff
 Schedule I: Discounts and Fleet Surcharges Page 8
 Second Revision Effective: May 1, 2020

Over 67 to 68%	5% of premium or rate
Over 68 to 69%	6% of premium or rate
Over 69 to 70%	7% of premium or rate
Over 70 to 71%	8% of premium or rate
Over 71 to 72%	9% of premium or rate
Over 72 to 73%	10% of premium or rate
Over 73 to 74%	11% of premium or rate
Over 74 to 75%	12% of premium or rate
Over 75 to 76%	13% of premium or rate
Over 76 to 77%	14% of premium or rate
Over 77 to 78%	15% of premium or rate
Over 78 to 79%	16% of premium or rate
Over 79 to 80%	17% of premium or rate
Over 80 to 81%	18% of premium or rate
Over 81 to 82%	19% of premium or rate
Over 82 to 83%	20% of premium or rate
Over 83 to 84%	21% of premium or rate
Over 84 to 85%	22% of premium or rate
Over 85 to 86%	23% of premium or rate
Over 86 to 87%	24% of premium or rate
Over 87 to 88%	25% of premium or rate
Over 88 to 89%	26% of premium or rate
Over 89 to 90%	27% of premium or rate
Over 90 to 91%	28% of premium or rate
Over 91 to 92%	29% of premium or rate
Over 92 to 93%	30% of premium or rate
Over 93 to 94%	31% of premium or rate
Over 94 to 95%	32% of premium or rate
Over 95 to 96%	33% of premium or rate
Over 96 to 97%	34% of premium or rate
Over 97 to 98%	35% of premium or rate
Over 98 to 99%	36% of premium or rate

C

Amended Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

Over 99 to 100%	37% of premium or rate
Over 100 to 102%	38% of premium or rate
Over 102 to 104%	39% of premium or rate
Over 104 to 106%	40% of premium or rate
Over 106 to 108%	41% of premium or rate
Over 108 to 110%	42% of premium or rate
Over 110 to 113%	43% of premium or rate
Over 113 to 116%	44% of premium or rate
Over 116 to 119%	45% of premium or rate
Over 119 to 122%	46% of premium or rate
Over 122 to 125%	47% of premium or rate
Over 125 to 130%	48% of premium or rate
Over 130 to 135%	49% of premium or rate
Over 135 to 140%	50% of premium or rate
Over 140 to 145%	51% of premium or rate
Over 145 to 150%	52% of premium or rate
Over 150 to 157%	53% of premium or rate
Over 157 to 164%	54% of premium or rate
Over 164 to 171%	55% of premium or rate
Over 171 to 178%	56% of premium or rate
Over 178 to 185%	57% of premium or rate
Over 185 to 192%	58% of premium or rate
Over 192 to 200%	59% of premium or rate
Over 200%	60% of premium or rate

C

3.5 The fleet discount or fleet surcharge is determined without reference to a repaid fleet claim.

4. Fleet Discounts and Fleet Surcharges for Fleets with Taxis Insured on a Fleet Reporting Certificate - Taxis

4.1 Despite subsections 3.1, 3.2, 3.3(2)(b) and 3.4(b), ICBC may offer a discount of 44% to a fleet operator that insures one or more taxis on a Fleet Reporting Certificate – Taxis, for 24 consecutive months beginning from the effective date of the first Fleet Reporting Certificate – Taxis that the fleet operator holds, provided that the fleet operator insures one or more taxis on a Fleet Reporting Certificate – Taxis for those 24 consecutive months.

N

Amended Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

**SCHEDULE AE
TAXI FLEET PREMIUM ADJUSTMENT AGREEMENT**

In consideration of the **INSURANCE CORPORATION OF BRITISH COLUMBIA** (the Corporation) entering into this agreement, _____ (the "Fleet Operator") agrees with the Corporation as follows:

1. DEFINITIONS

In this agreement:

FLEET means, collectively, Fleet Numbers(s): _____.

DEPOSIT PREMIUM means the total premium paid for all taxis in the Fleet, but unearned as of the Effective Date of this agreement, recalculated on a monthly basis in relation to any changes to taxis in the Fleet on the last day of each calendar month during the term of this agreement.

2. ADJUSTMENT PLAN

Subject to the terms and conditions of this agreement and subject to the provisions of the *Insurance (Vehicle) Act*, the *Insurance (Vehicle) Regulation* (the Regulation) and the Corporation's Basic Insurance Tariff filed with the British Columbia Utilities Commission, the Fleet Operator agrees that the premium paid or payable for coverage provided to the Fleet Operator for taxis in the fleet during the term of this agreement shall be adjusted in accordance with section 3.

3. ADJUSTMENT OF PREMIUM

- a) On or before the fifteenth day of each month, commencing on the second month of this agreement and ending on the fifteenth day of the month following the expiration of the agreement term, the Fleet Operator shall report:
 - i. the actual distance driven by all taxis in the fleet, allocated to the zones described in Table 2 of Appendix A of this agreement in accordance with Section 2.D.6.2.4 of the Basic Insurance Tariff; and
 - ii. the total number of taxis insured on an owner's certificate (APV250) in the fleet, rated in vehicle rate class 690, 691, 692 and 693, for any period of time and the territory where each taxi was principally operated, allocated in accordance with Section 2.D.6.2.3 of the Basic Insurance Tariff;for the preceding calendar month in the form established by the Corporation;

- b) the earned premium shall be calculated monthly by applying the rates specified in Appendix A of this agreement to the actual distance driven and the number of taxis insured, and the resulting earned premium is due and payable by the fifteenth day of the month following the month in which the distance driven is accrued and the taxis were insured;

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

N

- c) the deposit premium shall be applied towards any premium earned each month during the term of this agreement. In the event that such deposit premium is insufficient to pay for the premium earned during any month of this agreement, the amount of earned premium outstanding as a result of the depletion of deposit premium shall become due and payable by the fifteenth day of the month following the month in which the distance driven is accrued and the taxis were insured;
- d) the Corporation shall refund any unearned premium to the Fleet Operator following receipt of the final monthly report for the term of this agreement provided that the Fleet Operator has reported actual distance driven and number of taxis insured every month in the term of this agreement;
- e) failure to comply with section 3(a) shall result in the balance of the premium for the agreement term becoming due and payable based on the remaining unearned premium;
- f) the Corporation, through any authorized representative and at any reasonable times during the term of this agreement, may inspect the records of the Fleet Operator relating to any insured taxi insofar as they relate to the calculation of premium or the subject matter of this agreement.

4. PREMIUM

Where it is determined that premium is payable under this agreement, it shall be paid to the Corporation forthwith by the Fleet Operator.

5. TERM OF AGREEMENT

The term of this agreement is from the 1st day of May, **2020 (the “Effective Date”)** to the ____ day of _____, **202__**

6. SURVIVAL

If the Fleet Operator at any time is unable to meet the requirements of the Corporation’s Basic Insurance Tariff filed with the British Columbia Utilities Commission for eligibility as a fleet, this agreement shall be deemed to be terminated and to be null and void as of the date ending the term of this agreement. Despite the foregoing, and despite any termination of this agreement, the terms of this agreement with respect to premium adjustments for taxis in the Fleet during the term of this agreement shall continue to apply until the final adjustment and final payment or refund is made in accordance with the terms of this agreement.

7. PROHIBITION OF ASSIGNMENT

The Fleet Operator may not assign this agreement.

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

N

8. GENERAL

This agreement shall be governed by the laws of the Province of British Columbia.

This agreement shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and permitted assigns.

THE PARTIES HAVE EXECUTED THIS AGREEMENT AS OF THE __ DAY OF _____, 20__.

EXECUTED BY THE FLEET OPERATOR)

_____)

AUTHORIZED SIGNATORY (Signature))

_____)

(Print Name))

_____)

(Print Title))

AUTHORIZED SIGNATORY (Signature))

_____)

(Print Name))

(Print Title))

EXECUTED BY THE INSURANCE)
CORPORATION OF BRITISH COLUMBIA)

Per: _____)

_____)

Name: _____)

_____)

Title: _____)

N

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

APPENDIX A

Table 1 – Rate per Vehicle

Territory	Rate/Vehicle (dollars/vehicle)
Territory D	
Territory E	
Territory F	
Territory G	
Territory H	
Territory L	
Territory N	
Territory P	
Territory R	
Territory S	
Territory V	
Territory W	
Territory X	
Territory Y	

Table 2 – Rate/km by Zone (in dollars)

Zone 1	Zone 2	Zone 3

Zone 1: Territory D

Zone 2: Territories E, G, H, L and those parts of Territory W within the boundaries of Victoria, Saanich, North and Central Saanich, Esquimalt, Oak Bay and Sidney

Zone 3: Territories F, N, P, R, S, V, X, Y and those parts of Territory W not included in zone 2

The net rates shown above are effective May 1, 2020 and include all applicable discounts and surcharges.

A fleet discount of 44% has been applied to the rates in Tables 1 and 2 and will apply for the duration of this agreement.

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

N

**SCHEDULE AF
NON-FLEET TAXI PREMIUM ADJUSTMENT AGREEMENT**

In consideration of the **INSURANCE CORPORATION OF BRITISH COLUMBIA** (the Corporation) entering into this agreement, _____ (the "Applicant") agrees with the Corporation as follows:

1. DEFINITIONS

In this agreement:

TAXI CERTIFICATE means the owner's certificate with certificate no: _____.

DEPOSIT PREMIUM means the total premium paid for the taxi certificate, but unearned as of the Effective Date of this agreement, recalculated on a monthly basis in relation to any changes to the taxi certificate on the last day of each calendar month during the term of this agreement.

2. ADJUSTMENT PLAN

Subject to the terms and conditions of this agreement and subject to the provisions of the *Insurance (Vehicle) Act*, the *Insurance (Vehicle) Regulation* (the Regulation) and the Corporation's Basic Insurance Tariff filed with the British Columbia Utilities Commission, the Applicant agrees that the premium paid or payable for coverage provided to the Applicant for the taxi certificate during the term of this agreement shall be adjusted in accordance with section 3.

3. ADJUSTMENT OF PREMIUM

- a) On or before the fifteenth day of each month, commencing on the second month of this agreement and ending on the fifteenth day of the month following the expiration of the agreement term, the Applicant shall report:
 - i. the actual distance driven by the taxi described on the taxi certificate, allocated to the zones described in Table 2 of Appendix A of this agreement in accordance with Section 2.F.18.2.3 of the Basic Insurance Tariff; and
 - ii. the territory where the taxi principally operated, allocated in accordance with Section 2.F.18.2.2 of the Basic Insurance Tariff;

for the preceding calendar month in the form established by the Corporation;

- b) the earned premium shall be calculated monthly by applying the rates specified in Appendix A of this agreement to the actual distance driven and territory, and the resulting earned premium is due and payable by the fifteenth day of the month following the month in which the distance driven is accrued and the taxi was insured;

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

N

- c) the deposit premium shall be applied towards any premium earned each month during the term of this agreement. In the event that such deposit premium is insufficient to pay for the premium earned during any month of this agreement, the amount of earned premium outstanding as a result of the depletion of deposit premium shall become due and payable by the fifteenth day of the month following the month in which the distance driven is accrued and the taxi was insured;
- d) the Corporation shall refund any unearned premium to the Applicant following receipt of the final monthly report for the term of this agreement provided that the Applicant has reported actual distance driven and reported the territory where the taxi was principally operated every month in the term of this agreement;
- e) failure to comply with section 3(a) shall result in the balance of the premium for the agreement term becoming due and payable based on the remaining unearned premium;
- f) the Corporation, through any authorized representative and at any reasonable times during the term of this agreement, may inspect the records of the Applicant relating to the insured taxi insofar as they relate to the calculation of premium or the subject matter of this agreement.

4. PREMIUM

Where it is determined that premium is payable under this agreement, it shall be paid to the Corporation forthwith by the Applicant.

5. TERM OF AGREEMENT

The term of this agreement is from the 1st day of May, **2020 (the "Effective Date")** to the ____ day of _____, **202_**.

6. SURVIVAL

If the Applicant at any time cancels the taxi certificate during the term of this agreement, this agreement shall be deemed to be terminated and to be null and void as of the date of the taxi certificate cancellation. Despite any termination of this agreement, the terms of this agreement with respect to premium adjustments for the taxi described on the taxi certificate during the term of this agreement shall continue to apply until the final adjustment and final payment or refund is made in accordance with the terms of this agreement.

7. PROHIBITION OF ASSIGNMENT

The Applicant may not assign this agreement.

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

N

8. GENERAL

This agreement shall be governed by the laws of the Province of British Columbia.

This agreement shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and permitted assigns

THE PARTIES HAVE EXECUTED THIS AGREEMENT AS OF THE __ DAY OF _____, 20__.

EXECUTED BY THE APPLICANT)

)

_____)

AUTHORIZED SIGNATORY (Signature))

)

_____)

(Print Name))

_____)

(Print Title))

_____)

AUTHORIZED SIGNATORY (Signature))

)

_____)

(Print Name))

_____)

(Print Title))

EXECUTED BY THE INSURANCE)

CORPORATION OF BRITISH COLUMBIA)

)

Per: _____)

)

Name: _____)

)

Title: _____)

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

N

APPENDIX A

Table 1 – Rate per Month

Territory	Rate/Month (dollars/month)
Territory D	
Territory E	
Territory F	
Territory G	
Territory H	
Territory L	
Territory N	
Territory P	
Territory R	
Territory S	
Territory V	
Territory W	
Territory X	
Territory Y	

Table 2 – Rate/km by Zone (in dollars)

Zone 1	Zone 2	Zone 3

Zone 1: Territory D

Zone 2: Territories E, G, H, L and those parts of Territory W within the boundaries of Victoria, Saanich, North and Central Saanich, Esquimalt, Oak Bay and Sidney

Zone 3: Territories F, N, P, R, S, V, X, Y and those parts of Territory W not included in zone 2

The net rates shown above are effective May 1, 2020 and include:

- a) If the taxi certificate has an effective date on or after September 1, 2019, a combined driver factor of 0.56 has been applied to the rates in Tables 1 and 2 above and will apply for the duration of this agreement; or
- b) If the taxi certificate has an effective date before September 1, 2019, a factor equal to 0.56, representing a discount of 44%, has been applied to the rates in Tables 1 and 2 above and will apply for the duration of this agreement.

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

N

**SCHEDULE AG
NON-FLEET TAXI UNLISTED DRIVER PROTECTION PREMIUM**

1. Definitions

In this Schedule:

“chargeable claim payment” has the same meaning as in Schedule D of this Basic Insurance Tariff.

“non-fleet taxi unlisted driver claim payment” means a chargeable claim payment made in respect of an accident in which an unlisted driver was driving a taxi insured under a Non-fleet Taxi Certificate (APV 434) or such a payment that would have been a chargeable claim payment:

- (a) had it not been repaid, except when repaid in accordance with subsection 5.2 of Schedule D;
- (b) had it not been excluded from the definition of chargeable claim payment in accordance with subparagraph (a)(i)(K) of that definition; or
- (c) had it not been excluded from the definition of chargeable claim payment in accordance with subparagraph (a)(i)(N) of that definition.

“non-fleet taxi unlisted driver claim payment record” means a person’s record of non-fleet taxi unlisted driver claim payments made in respect of a Non-fleet Taxi Certificates (APV 434) in which the person was an owner, or in the case of a leased vehicle, a renter (lessee).

“non-fleet taxi unlisted driver protection premium scan period” means the time period

- (a) starting from:
 - (i) 45 days before the expiry of an existing Non-fleet Taxi Certificates (APV 434) for which the non-fleet taxi unlisted driver protection premium was paid, for an application to renew for the certificate, provided that the application is made on or prior to the expiry date of the certificate; or
 - (ii) the date of application for all other applications; and
- (b) extending backward, the shorter of the following time periods:
 - (i) 5 years; or
 - (ii) to May 1, 2020.

“repaid claim” has the same meaning as in Schedule D of this Basic Insurance Tariff.

“unlisted driver” has the same meaning as in Schedule AA of this Basic Insurance Tariff.

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

N

2. Non-Fleet Taxi Unlisted Driver Protection Premium

2.1 The non-fleet taxi unlisted driver protection premium referred to in Section 2.F.18 of this Basic Insurance Tariff is the amount determined in accordance with section 2.2, if the applicant elects to pay the amount payable for the non-fleet taxi unlisted driver protection premium.

2.2 The non-fleet taxi unlisted driver protection premium is the amount set out in the following table opposite the number of non-fleet taxi unlisted driver claim payments in the non-fleet taxi unlisted driver claim payment record of an owner or, in the case of a leased vehicle, a renter (lessee), during the non-fleet taxi unlisted driver protection premium scan period:

Number of Non-Fleet Taxi Unlisted Driver Claim Payments	Premium
1	\$50
2	\$250
3	\$500
4	\$1,000
5 or more	\$1,500

2.3 For the purpose of subsection 2.2, if a Non-Fleet Taxi Certificate (APV 434) has more than one owner or, in the case of a leased vehicle, more than one renter (lessee), then the non-fleet taxi unlisted driver claim payment record of the owner or renter (lessee) with the greatest number of non-fleet taxi unlisted driver claim payments will be used to determine the non-fleet taxi unlisted driver protection premium.

2.4 Despite subsection 2.2, on a Non-Fleet Taxi Certificate (APV 434) where the non-fleet taxi unlisted driver protection premium is shown, the non-fleet taxi unlisted driver protection premium is not re-determined on a change during the term to that certificate.

N

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

**SCHEDULE AH
NON-FLEET TAXI UNLISTED DRIVER ACCIDENT PREMIUM**

1. Definitions

In this Schedule:

“**CDF**” means the combined driver factor determined in accordance with Schedule D.

“**chargeable claim payment**” has the same meaning as in Schedule D of this Basic Insurance Tariff.

“**employee**” has the same meaning as in Schedule AB of this Basic Insurance Tariff.

“**medical emergency**” has the same meaning as in Schedule AB of this Basic Insurance Tariff.

“**non-fleet taxi unlisted driver accident premium scan period**” means the time period

- (a) starting from the date of an accident; and
- (b) extending backward, the shorter of the following time periods:
 - (i) 5 years; or
 - (ii) to May 1, 2020.

“**non-fleet taxi unlisted driver claim payment**” has the same meaning as in Schedule AG of this Basic Insurance Tariff.

“**non-fleet taxi unlisted driver claim payment record**” has the same meaning as in Schedule AG of this Basic Insurance Tariff.

“**repaid claim**” has the same meaning as in Schedule D of this Basic Insurance Tariff.

“**unlisted driver**” has the same meaning as in Schedule AA of this Basic Insurance Tariff.

2. Non-Fleet Taxi Unlisted Driver Accident Premium

2.1 Subject to subsection 2.3, the non-fleet taxi unlisted driver accident premium referred to in Section 2.F.18 of this Basic Insurance Tariff is the amount determined in accordance with Subsection 2.2 for each non-fleet taxi unlisted driver claim payment made on a Non-Fleet Taxi Certificate (APV 434) if:

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

N

- (a) the certificate does not indicate:
- (i) that the non-fleet taxi unlisted driver protection is included in the premium paid for the certificate; or
 - (ii) that a premium for non-fleet taxi unlisted driver protection premium referred to in Schedule AG of this Basic Insurance Tariff has been paid for the certificate;
- (b) an unlisted driver is driving the vehicle described in the certificate at the time of an accident that results in a non-fleet taxi unlisted driver claim payment and the unlisted driver, at the time of the accident, is one of the following:
- (i) a member of the household, or an employee, of the owner or, in the case of a leased vehicle, the renter (lessee),
 - (ii) a member of the household, or an employee, of the principal driver,
 - (iii) a person who does not hold a valid driver's licence,
 - (iv) a person who, as an unlisted driver, drives a vehicle insured under any Non-Fleet Taxi Certificate (APV 434) in the name of the owner or, in the case of a leased vehicle, the renter (lessee), named on the certificate, on more than 12 days in the 12 month period prior to the date of accident,
 - (v) a person who, on two or more previous occasions during the non-fleet taxi unlisted driver accident premium scan period, was the driver of any vehicle insured under any Non-Fleet Taxi Certificate (APV 434) in the name of the owner or, in the case of a leased vehicle, the renter (lessee), named on the certificate, at the time of an accident that resulted in a chargeable claim payment or a payment that would have been a chargeable claim payment:
 - A. had it not been repaid, except when repaid in accordance with subsection 5.2 of Schedule D;
 - B. had it not been excluded from the definition of chargeable claim payment in accordance with subparagraph (a)(i)(K) of that definition;
 - C. had it not been excluded from the definition of chargeable claim payment in accordance with subparagraph (a)(i)(N) of that definition.

N

2.2 The amount of non-fleet taxi unlisted driver accident premium payable when a non-fleet taxi unlisted driver claim payment occurs is:

- (a) \$5,000 if the unlisted driver has never been issued a driver's licence or learner driver's licence in BC or another jurisdiction,
- (b) \$250 if the most recent driver's licence or learner driver's licence issued to the unlisted driver was not issued in BC,
- (c) if paragraphs (a) and (b) do not apply, the amount is determined as follows:

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____

- (i) calculate the premium difference by subtracting the amount calculated in subparagraph A from the amount calculated in subparagraph B:
 - A. the premium paid for the Non-fleet Taxi Certificate (APV 434):
 - 1. for the calendar month prior to the date of the accident; or
 - 2. if no premium was payable in the calendar month prior to the date of the accident, the premium paid or payable for the calendar month in which the accident occurred, multiplied by 12; and
 - B. the premium that would have been payable on that certificate:
 - 1. for the calendar month prior to the date of the accident had the unlisted driver been added on the first day of that month as a listed driver, but not the principal driver, and the CDF had been recalculated, or
 - 2. if no premium was payable in the calendar month prior to the date of the accident, then the premium paid or payable for the calendar month in which the accident occurred had the unlisted driver been added on the first day of that month as a listed driver, but not the principal driver, and the CDF had been recalculated; multiplied by 12;
- (ii) if the premium difference is a negative amount or is less than or equal to \$5, no non-fleet taxi unlisted driver accident premium is payable;
- (iii) otherwise the non-fleet taxi unlisted driver accident premium payable is the premium difference calculated in (i) multiplied by 15, to a maximum of \$5,000.

N

2.3. The non-fleet taxi unlisted driver accident premium set out in subsection 2.1 is not payable in respect of a non-fleet taxi unlisted driver claim payment if the vehicle was being driven due to a medical emergency.

Effective: May 1, 2020

Accepted: _____

Order: _____

Commission Secretary: _____



Appendix B – Amendments to *Special Direction IC2 to the British Columbia Utilities Commission*, Approved by Order in Council 119/20, March 5, 2020

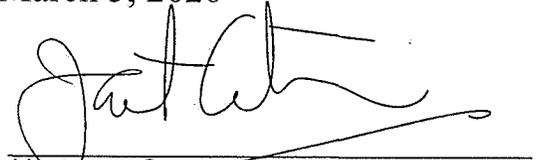
PROVINCE OF BRITISH COLUMBIA

ORDER OF THE LIEUTENANT GOVERNOR IN COUNCIL

Order in Council No. 119

, Approved and Ordered

March 5, 2020


Lieutenant Governor

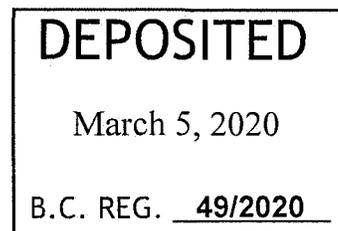
Executive Council Chambers, Victoria

On the recommendation of the undersigned, the Lieutenant Governor, by and with the advice and consent of the Executive Council, orders that section 3 (1) of Special Direction IC2 to the British Columbia Utilities Commission, B.C. Reg. 307/2004, is amended

(a) *in paragraph (c) by striking out* “paragraphs (g), (j), (k), (l), (m), (n), (o), (p), (q), (r) and (s)” *and substituting* “paragraphs (g) and (j) to (t)”, *and*

(b) *by adding the following paragraph:*

(t) despite paragraph (j), within 10 days of the corporation applying in accordance with the government directive dated February 14, 2020 for approval of changes to rates in connection with the modernization of passenger transportation services, approve and set the changes to rates.


Attorney General
Presiding Member of the Executive Council

(This part is for administrative purposes only and is not part of the Order.)

Authority under which Order is made:

Act and section: *Utilities Commission Act, R.S.B.C. 1996, c. 473, s. 3*

Other: *OIC 647/2004*

R10389243



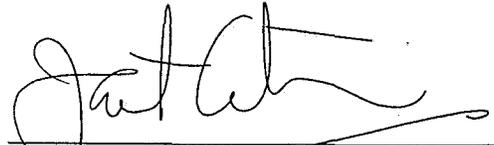
Appendix C – Amendments to the *Insurance (Vehicle) Regulation* and the *Motor Vehicle Act Regulations* Approved by Order in Council 118/20, March 5, 2020

PROVINCE OF BRITISH COLUMBIA

ORDER OF THE LIEUTENANT GOVERNOR IN COUNCIL

Order in Council No. 118

, Approved and Ordered March 5, 2020



Lieutenant Governor

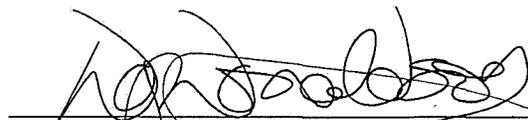
Executive Council Chambers, Victoria

On the recommendation of the undersigned, the Lieutenant Governor, by and with the advice and consent of the Executive Council, orders that

- (a) the Insurance (Vehicle) Regulation, B.C. Reg. 447/83, is amended as set out in the attached Schedule 1, and
- (b) the Motor Vehicle Act Regulations, B.C. Reg. 26/58, are amended as set out in the attached Schedule 2.

<p>DEPOSITED</p> <p>March 5, 2020</p> <p>B.C. REG. <u>47/2020</u></p>
--



Attorney General

Presiding Member of the Executive Council

(This part is for administrative purposes only and is not part of the Order.)

Authority under which Order is made:

Act and section: *Insurance (Vehicle) Act*, R.S.B.C. 1996, c. 231, s. 45; *Motor Vehicle Act*, R.S.B.C. 1996, c. 318, s. 210

Other: OIC 1897/83; OIC 1004/58

R10389043

SCHEDULE 1

1 *Section 1 (1) of the Insurance (Vehicle) Regulation, B.C. Reg. 447/83, is amended in paragraph (b) of the definition of “TNS vehicle” by striking out “other than a taxi” and substituting “other than a taxi with an owner’s certificate that has an effective date on or before April 30, 2020”.*

2 *The following section is added to Division 2 of Part 3:*

Premium adjustment agreements – non-fleet taxis

15.91 (1) Subject to subsection (2), if a taxi is insured but not as part of a fleet under Part 12, the corporation and the owner or renter of the taxi may enter into an agreement, effective May 1, 2020, to adjust the amount of the premium for the certificate to insure the taxi based on the following factors:

- (a) the distance over which the taxi is operated between May 1, 2020 and the expiry of the certificate;
- (b) where the taxi is operated between May 1, 2020 and the expiry of the certificate.

(2) The corporation may enter into an agreement referred to in subsection (1) if

- (a) the certificate to insure the taxi is either of the following:
 - (i) a certificate issued as a result of the approval of an application made under section 3;
 - (ii) an interim owner’s certificate issued under section 4,
- (b) the certificate has an effective date
 - (i) on or after April 30, 2019, and
 - (ii) on or before April 30, 2020, and
- (c) the certificate is valid on May 1, 2020.

3 *Section 149 is amended*

(a) in subsection (1) by adding the following paragraph:

- (u) non-fleet taxi certificate (APV-434). ,

(b) in subsection (2) by striking out “subsections (3) to (8)” and substituting “subsections (3) to (9)”, and

(c) by adding the following subsection:

- (9) An additional product certificate issued under subsection (1) (u) does not include coverage under Division 2 of Part 10.

4 Section 167 is amended

- (a) *in subsection (1) by striking out* “If an application to insure vehicles as a fleet has been approved under section 156” *and substituting* “If an application made under section 156 to insure vehicles as a fleet has been approved”, *and*
- (b) *by adding the following subsections:*
- (3) If an application made under section 156 to insure taxis as a fleet has been approved and, on May 1, 2020, a taxi is insured as part of the fleet, the corporation and the fleet operator may enter into an agreement, effective May 1, 2020, to adjust, in accordance with subsection (4), the amount of premium payable for the insurance year that
- (a) begins after May 1, 2019, and
 - (b) ends on or before March 31, 2021.
- (4) Under an agreement referred to in subsection (3), the amount of premium payable may be adjusted based on the following factors:
- (a) the distance over which the taxis in the fleet are operated between May 1, 2020 and the end of the fleet’s insurance year;
 - (b) where the taxis in the fleet are operated between May 1, 2020 and the end of the fleet’s insurance year.

SCHEDULE 2

- 1 Section 10.26 (2) (b) of the Motor Vehicle Act Regulations, B.C. Reg. 26/58, is amended by striking out** “for a taxi” *and substituting* “for a taxi with an owner’s certificate that has an effective date on or before April 30, 2020”.



Appendix D – Draft Order



ORDER NUMBER

G-xx-20

IN THE MATTER OF

the *Utilities Commission Act*, RSBC 1996, Chapter 473

and

the *Insurance Corporation Act*, RSBC 1996, Chapter 228, as amended

Insurance Corporation of British Columbia
Modernizing Passenger Transportation Services Tariff Amendments for Taxis Application

BEFORE:

Commissioner
Commissioner
Commissioner

on March __, 2020

ORDER

WHEREAS:

- A. On March 5, 2020, the Lieutenant Governor in Council approved Order in Council No. (OIC) 117/20 directing the Insurance Corporation of British Columbia (ICBC) to apply to the British Columbia Utilities Commission (BCUC) by March 13, 2020 for approval of the Basic Insurance Tariff amendments related to taxis as set out in OIC 117/20 (Modernizing Passenger Transportation Services for Taxis Directive);
- B. On March 5, 2020, the Lieutenant Governor in Council approved OIC 119/20, amending *Special Direction IC2 to the British Columbia Utilities Commission*, B.C. Reg 307/2004 (Special Direction IC2) such that, within 10 days of ICBC applying for changes in accordance with the Modernizing Passenger Transportation Services for Taxis Directive, the BCUC must approve and set the changes to rates;
- C. On March 6, 2020, in accordance with OIC 117/20, ICBC filed its Modernizing Passenger Transportation Services Tariff Amendments for Taxis Application (Application) with the BCUC;
- D. ICBC sought approval of the amended Basic Insurance Tariff (Tariff) pages attached in the Modernizing Passenger Transportation Services for Taxis Directive, as provided in Appendix A of the Application, to be effective date of May 1, 2020;
- E. In the Application, ICBC explains that these Tariff amendments provide new Basic insurance products which enable taxi operators to choose to either continue using the current state per-

vehicle model for determining their Basic insurance premiums, or to have their Basic insurance premiums calculated using a new combined per-vehicle and per-kilometre model; and

- F. The BCUC has reviewed and considered the Application in accordance with OICs 117/20 and 119/20, and considers the approval is required as directed.

NOW THEREFORE the BCUC orders as follows:

The Tariff pages attached in the Modernizing Passenger Transportation Services for Taxis Directive are approved, effective May 1, 2020.

DATED at the City of Vancouver, in the Province of British Columbia, this ____ day of March 2020.

BY ORDER

(X. X. last name)
Commissioner

Attachments