

Dayfik



April 19, 2012

263975

Honourable «Minister»
Minister of «Ministry»
Room «Room_», Parliament Buildings
Victoria BC V8V 1X4

Dear Colleague:

In the Fall of 2011, Government notionally approved funding for a number of priority new, expansion, and replacement capital projects through the Budget 2012 process. As you are aware, concept plans, and business cases for high and medium risk projects must be presented either to Treasury Board, or to the Chair of Treasury Board, for final approval.

Ministries that plan to announce priority capital projects must first obtain approval of the press release, and any other communication materials, from either the Chair, or the Secretary, of Treasury Board. Ministries cannot announce details about the proposed timing, scope, or budget of priority capital projects until government formally approves a business case for the project. This will ensure that Government does not have to publicly communicate revised project timeframes, scope, or budget details once the business case is developed.

The preceding direction applies both to priority capital projects that were notionally approved by government as part of Budget 2012, as well as to projects that were notionally part of a previous capital plan, and that have not yet received either Treasury Board's or the Chair of Treasury Board's approval, as required, of a business case.

For proposed announcements of priority capital projects where business case approval has not yet been obtained, ministries may announce that planning has begun. In the absence of an approved business case, where one is required, ministries may also choose to announce the following:

- The planning dollars allocated to the project;
- Details about the planning process;
- High level detail about the service need that government is working to address; and
- Anticipated job creation numbers (using BC Stats' methodology).

.../2

Treasury Board Staff is working with BC Stats to create a consistent, defensible methodology to estimate job creation numbers for capital projects. Please check with your Treasury Board Analyst prior to releasing any job creation estimates.

Please direct your ministry's staff to share draft communications materials with your ministry's Treasury Board Analyst as they are being prepared. Your Treasury Board Analyst will then communicate a decision on the proposed announcement to your ministry's executive financial officer.

Should your staff have any questions, please direct them to contact your ministry's Treasury Board Analyst.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin Falcon', with a stylized flourish at the end.

Kevin Falcon
Minister and Deputy Premier

cc: «Deputy_Minister»
Deputy Minister

«BFO»
Executive Financial Officer

Athana Mentzelopoulos
Deputy Minister, Government Communications and Public Engagement

«Communications»
Communications Director

Data source being edited: 2012 capital merge document.mob

Minister	Ministry	Room	Deputy Minister	EFO	Communications
Mary Polak	Aboriginal Relations and Reconciliation	325	Steve Munro	Neilane Mayhew	Maria Wilkie
Naomi Yamamoto	Advanced Education	133	Cheryl Wenzelki-Yolland	Joe Thompson	Marc Black
Don McRae	Agriculture	301	Wes Shoemaker	Shauna Brouwer	David Crebo
Mary McNeil	Children and Family Development	306	Stephen Brown	Anne Sandbu	Corinna Fillion
Ida Chong	Community, Sport and Cultural Development	323	Don Fast	George Farkas	Jeff Rud
George Abbott	Education	310	James Gorman	Keith Miller	Robert Paulitszyn
Rich Coleman	Energy and Mines	128	Steve Carr	Neilane Mayhew	Paul Woolley
Terry Lake	Environment	112	Caitlín MacDonald	Shauna Brouwer	Karen Johnston
Steve Thompson	Forests, Lands and Natural Resource Operations	248	Doug Korlin	Denise Bragg	Dave Crebo
Michael de Jong	Health	337	Graham Whitmarsh	Manjit Sidhu	Michelle Stewart
Pat Bell	Jobs, Tourism and Innovation	138	Dana Hayden	George Farkas	Matt Gordon
Shirley Bond	Justice and Attorney General	232	David Loukidellis	Tara Faganello	Marisa Adair
Margaret Macdiamuid	Labour, Citizens' Services and Open Government	247	Kim Henderson	Brad Grundy	Kelly Gleeson
Stephanie Cadieux	Social Development	236	Mark Sieben	Wes Boyd	Susan Mader
Blair Lekstrom	Transportation and Infrastructure	342	Grant Main	Nancy Bain	Liz Bicknell



APR 18 2012

263418

Honourable Blair Lekstrom
Minister of Transportation and Infrastructure
PO Box 9055 Stn Prov Govt
Victoria BC V8W 9E2

Dear Colleague:

Thank you for your letter of March 21, 2012, regarding the March 4, 2012, letter you received from Kevin Black of BC Transport Training and Consulting and his concerns about testing requirements for commercial driver's licences.

British Columbia has historically maintained higher standards for commercial driver's licences in the interest of road safety and the development of skilled commercial drivers. The province's unique geography presents some of the most challenging conditions for commercial drivers in Canada, which is one of the reasons why maintaining high standards for licensing is important.

Applicants need to take an air brake course in order to write the air brake knowledge test, unless they have acceptable proof of air brake experience. Acceptable experience includes an "off-highway" industrial roads air ticket, a letter from an employer within Canada or the United States indicating at least six months' experience operating air brake-equipped vehicles, or an air brake endorsement on a current or previous Canadian or American driver's licence or record.

There are two kinds of air brake courses—non-certified and certified. Both include 16 hours of classroom theory on air brake systems, not the 32 hours referred to in Mr. Black's letter. In addition to the 16 classroom hours, the certified course includes four hours of practical training and the air brake pre-trip test. If the driver passes the course pre-trip test, they do not need to take it with the Insurance Corporation of British Columbia (ICBC).

Once all the knowledge tests are passed, the applicant can book a road test. They are not allowed to book the test before completing the knowledge test in order to encourage the driver to practice driving with their commercial Learner's licence before attempting the road test.

.../2

The Class 1 commercial road test is two hours long and requires a loaded tractor trailer. While this may be a higher standard than road tests performed in Alberta, a loaded tractor trailer alters the driving and handling characteristics of the vehicle and allows for a more accurate assessment of a driver's ability in a real world environment.

I have been advised a recent report by the Traffic Injury Research Foundation (TIRF) on British Columbia commercial vehicle licensing standards found that British Columbia's standards represent best practices. The report also noted that British Columbia's air brake course and testing requirements were in line with other Canadian jurisdictions.

This is not to say that improvements cannot be made and air brake requirements have been identified as an area for review, including course length and testing. It is anticipated the review will be completed by the end of 2013.

Regarding the New West Partnership Trade Agreement (NWPTA) and the differences between British Columbia and Alberta, I note that the intent of the NWPTA is to ensure that one jurisdiction does not discriminate against workers from another jurisdiction. British Columbia has reciprocal arrangements that allow commercial drivers from other jurisdictions with air brake privileges to work in the province.

In addition, Article 6 of the NWPTA states that a party may adopt or maintain a measure if the purpose is to achieve a legitimate objective and the measure is not more restrictive to trade, investment or mobility than necessary. In the case of British Columbia's commercial licensing requirements, they increase road safety and do not restrict commercial drivers from other jurisdictions who wish to work here.

Regarding auto insurance reductions for driver training, ICBC sets premiums to correspond to proven risk. If an individual is able to improve their driving skills by taking driver education, they can earn discounts on their insurance by not having at-fault crashes.

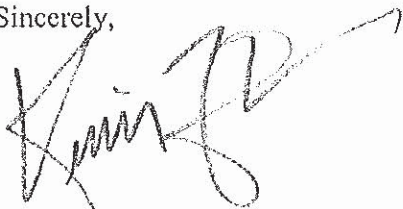
Regarding driver examiners, it is important to note that they are not instructing applicants but are grading the applicant's ability to perform certain manoeuvres based on a standardized test. While it is not required by regulation that driver examiners hold the same class of licence they are testing, all ICBC examiners are certified by the American Association of Motor Vehicle Administrators. They receive rigorous initial training from ICBC, undergo ongoing refresher training and are regularly assessed by their supervisors and the training department to ensure consistency.

If a customer has a concern about the quality of service they received from an ICBC driver examiner, or any ICBC employee, they can raise their concerns with the office manager. Further steps for escalating a complaint are outlined at www.icbc.com/about-ICBC/raising-concerns.

.../3

I hope I have addressed your constituent's concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin Falcon', with a long, sweeping horizontal stroke extending to the right.

Kevin Falcon
Minister and Deputy Premier

cc: Honourable Shirley Bond
Minister of Justice and Attorney General



APR 25 2012

263741

Honourable Blair Lekstrom, MLA
Peace River South
10300 10th Street
Dawson Creek BC V1G 3T6

Dear Colleague:

Thank you for your letter of March 20, 2012, regarding the Insurance Corporation of British Columbia (ICBC) escalated deductible program.

I regret that your constituent took offence to ICBC's letter to him regarding this subject. Please have my assurance that no offence was intended.

I do acknowledge that each community has unique conditions which can affect the risk of having an insurance claim. I understand that ICBC only raises deductibles when a customer has more claims than the average for their particular region. Customers in the Peace River region who fall into the escalated deductible program have about eight times this average.

Escalated deductibles are a way of ensuring those that have a low number of claims do not subsidize those who have more claims and this helps keep rates low for all customers. I am pleased to report that rates for ICBC's optional insurance in the Peace River territory have decreased by about 16 per cent from 2009 to 2012.

Customers with higher deductibles pay less than they would otherwise for their comprehensive insurance premiums with ICBC. In addition, comprehensive coverage with lower deductibles may be available in the optional insurance market.

.../2

I am advised that ICBC will review a customer's deductible restriction after three years. In addition, a customer may request an early review after one year if they have had no claims during that period and their circumstances have changed, reducing their risk for experiencing a comprehensive claim.

I hope I have addressed your concerns and I would like to thank you again for taking the time to write.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin Falcon', with a long, sweeping horizontal stroke extending to the right.

Kevin Falcon
Minister and Deputy Premier

cc: Natalie Aktas
Customer Relations Advisor
Insurance Corporation of British Columbia