

New West Partnership 2014

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| Agenda Item | Infrastructure / Market Access |
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Issue: All three NWP provinces have an interest in maximizing the economic potential of NWP resource exports and containers by ensuring the region's multimodal transportation system operates at peak efficiency. An immediate concern is a significant surge in the grain exports that are challenging the Western Canadian transportation system.

Anticipated Outcome

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Key Points

- BC has seen its own share of issues. Grain producers in BC's Peace River Region say they are in dire need of consistent and regular railcar supply to transport their product to market. There has also been reductions in supply of prairie grain to BC feed mills, livestock and poultry producers mainly in the Fraser Valley but also on Vancouver Island.
- BC is committed to working with New West partner provinces, the federal government and industry to ensure that the region's gateway facilities and transportation networks are able to support current and future export targets, including grain targets, for the region. This is why BC is leading a detailed supply chain analysis through the Pacific Gateway Alliance, which brings all the major players together around the same table.

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Recommended BC Position

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New West Partnership 2014

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Background and Analysis

- The reasons for the grain export challenges are complex, s 16
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New West Partnership 2014

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- Port Metro Vancouver handled a record 135 million tonnes of cargo last year amid bustling trade with Asia, and the 2014 forecast calls for another strong showing. Tonnage increased 9% in 2013 from the 123.9 million tonnes processed in 2012, and bulk cargo volume climbed 11%, boosted by increased exports of coal and grain.

Position of Other Jurisdictions

Saskatchewan:

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New West Partnership 2014

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- Premier Wall recently appointed a delegation of cabinet ministers and an MLA to work on behalf of producers to deal with the backlog of grain movement. A working group of Saskatchewan transportation and agriculture ministry officials were in Vancouver on February 27 to meet with the Chamber of Shipping, terminals and BC Wharf Operators Association and tour Port Metro Vancouver facilities.

Alberta:

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Federal government:

- On March 7, federal Transport Minister Lisa Raitt announced the federal government is taking tough new measures to clear the grain backlog, requiring railways to move a minimum amount of the crop each week and warning it will fine those that fall short. Canadian Pacific Railway and Canadian National Railway face penalties of \$100,000 a day for failing to ship each week a combined 1 million tonnes of grain, more than double the volume being currently moved by rail. This measure is in effect for 90 days.

British Columbia:

- BC grain growers in the Peace River region are experiencing challenges getting their 2013 grain crop to domestic markets in southern BC. At the same time, Fraser Valley feed mills have had difficulty getting feed grain shipments from the prairies reportedly because export grain is being given a higher

New West Partnership 2014

priority over feed grain by prairie grain companies and transportation system. Livestock producers, and feed mills, report significantly higher production costs and,

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and BC through the Pacific

Gateway Alliance is actively working with Alberta, Saskatchewan, Transport Canada and the transportation industry on two studies. The first is a comprehensive Detailed Needs Assessment of the NWP supply chain (due June 2014) and the second, a Detailed Network Analysis (due September 2015), will identify required infrastructure and operational improvements to address capacity gaps/bottlenecks across the network to accommodate projected increases in all Western Canadian commodity exports.

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- Government's Throne Speech on February 11th committed to develop a 10 year provincial transportation plan, which will map out BC's vision and spending priorities for the next decade. It will include every facet of transportation in BC, from roads, ports, rail and air to BC Ferries.
- A key strategy of the 10 year plan includes continued work with the Pacific Gateway Alliance to identify and mitigate impediments and fund improvements to the Asia-Pacific supply chain.
- The Pacific Gateway Alliance private sector members, including Canada, CN, Canadian Pacific, Ports of Vancouver and Prince Rupert, have offered to work with shippers and terminal operators to generate solutions to deal with the current surge and projected future increases.

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Agenda Item

BC Services Card

Issue: This is an information item, s 16
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Anticipated Outcome

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Position of Other Jurisdictions

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Key Points

- The BC Services Card is a chip-enabled card intended to enable citizens to prove who they are on the Internet, so they can securely access government services online.
- It is meant to improve people's access to services. To transform the way governments deliver services, we need to be able to address how we show ID (or prove who we are) when online.
- Since the BC Services Card was launched, February 15, 2013, over one million cards have been issued to British Columbians.

- Before the card was launched, the Office of the Information and Privacy Commissioner reported that the card issuance program had appropriately-designed privacy and security provisions.
- The Office of the Information and Privacy Commissioner also recommended that the government hold a public consultation prior the launch of any services being made available digitally through the card.
- The Ministry of Technology, Innovation and Citizens' Services conducted a public consultation in Fall 2013 on how to build trust around the digital use of the BC Services Card and learn more about citizens' needs and values for digital service.
 - Overall, the public consultation reinforced the design principles of the BC Services Card and its digital use. The public consultation also provided strong recommendations to start slow, bring on services of value to citizens and demonstrate service capabilities and transparency around security and privacy controls.
- BC plans to continue to work closely with the Office of the Information and Privacy Commissioner on the next phase of the BC Services Card program, the authentication service. The authentication service is to be complete in late spring, enabling government programs to deliver secure access to high-value services online.

Background and Analysis

- The BC Services Card replaces the current BC Care Card, and can be combined with a BC Driver's licence.
- BC amended the *Freedom of Information and Protection of Privacy Act* to give the Ministry of Technology, Innovation and Citizens' Services authority to collect and manage identity information on behalf of the BC Services Card program. Amendments were also made to the *Motor Vehicle Act* and the *Medical Protection Act* to provide joint authorities to issue the BC Services Card.
- The 5 year roll out of the new BC Services Card aligns with the existing 5 year BC driver's licence and BC identification card renewal cycle.
- Issuance of the BC Services Card is delivered as an integrated program by the Ministry of Technology, Innovation and Citizens' Services, the Ministry of Health and the Insurance Corporation of British Columbia (ICBC).
- The total estimated cost of the BC Services Card program across the three BC partner agencies is \$150 million in operating costs over six years and an additional capital cost of \$10 million.
- The public consultation on the BC Services Card and Digital Service delivery concluded December 31, 2013:
 - The consultation process provided feedback and recommendations on the design principles and priorities for services that could be accessible by the BC Services Card.
 - Government's report-out on the consultation process, the recommendations provided, and next steps are to be made public by the end of March 2014.

New West Partnership 2014

Agenda Item

Expression of Interest Program

Issue: Implementation of a new federal Expression of Interest (EOI) application management system for economic immigration in January 2015.

Recommended BC Position

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Position of Other Jurisdictions

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Key Points

- BC supports improvements in efficiency to Canada's immigration application system.

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- BC is actively participating in the development of the EOI system through Federal, Provincial/Territorial immigration forums to ensure the resulting national system meets labour market needs of the Province to the greatest extent possible.

Background and Analysis

- In January 2015 Citizenship and Immigration Canada (CIC) will launch the Expression of Interest system (EOI) which is a new electronic two-step application system for managing economic immigration, where:
 - An individual expresses their interest in coming to Canada and submits information including their education, skills, and ability to speak English or French. If they meet minimum eligibility criteria, they are placed in a pool of potential candidates.
 - Individuals can then be selected by the federal government, a province, or an employer with a qualifying job offer and invited to apply for permanent residence.
- A proportion of each province's and territory's (PTs) provincial nominee allocation will be required to go through EOI as of January 1, 2015. PTs will have the option of having the remainder of their allocation go through their existing provincial nominee programs or through EOI,

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Agenda Item

General Labour Force Data

Key Points

- The provinces of the New West Partnership (NWP) contribute \$530 billion to Canada's gross domestic product.
- Our combined labour force is more than 5.2 million workers with an expected total growth in labour market demand of more than 3.5 million workers over the next ten years.
- Based on a scenario with five LNG plants operational in B.C. by 2021, there will be approximately 75,200 permanent direct, indirect, and induced jobs created. That's a workforce as big as the entire population of Prince George¹.
- Western provinces have the lowest unemployment rates (1st, 2nd & 4th) and the highest rates of job creation over the past ten years (1st, 2nd, and 3rd) in Canada.
- At the peak of development in 2016, there will be an estimated 74,700 construction jobs (21,600 direct).

Background and Analysis

Labour Demand:

- The British Columbia economy continues to grow and recover from the 2009 recession. This growth is reflected in the provincial labour market, which added 7,100 jobs in January.
- Overall, B.C. is expected to have 1 million job openings by year 2020. Close to one third of these are new jobs created through economic growth while two-thirds will be due to retirements and others leaving the BC labour pool.
- B.C.'s expansion demand is largely driven by Liquified Natural Gas (LNG), an industry of national importance. Combined with existing major projects, it presents incredible opportunities that will create up to 75,000 long term jobs.

¹ Population of Prince George taken from BC Stats:

<http://www.bcstats.gov.bc.ca/StatisticsBySubject/Demography/PopulationEstimates.aspx>

New West Partnership 2014

- B.C. is faced age demographic pressures with the challenge of finding workers that would have the right skills and experience necessary to permanently replace its older workforce as well as having a workforce with skills that would match the demands of emerging industries like LNG.
- B.C. is already experiencing significant economic development, particularly in the North. Three regions, Northeast (1.7% annually), Mainland/Southwest (1.6% annually), and North Coast and Nechako (1.3%), are expected to experience the fastest demand growth over the next decade.

Labour Supply:

- B.C. has an aging population and workforce, with fewer young workers entering each year. Only 608,000 new entrants are expected to come from B.C.'s K-12 system over the next decade.
- In B.C., 78% of future jobs will require some post-secondary education; currently only 68% of the population meets this criteria.
- B.C. has a higher unemployment rate for youth, Aboriginal British Columbians; immigrants and people with disabilities.
- Participation rates are also lower for Aboriginal British Columbians, immigrants, youth, older workers, women and people with disabilities compared to their base groups.
- By 2026, over 600,000 Aboriginal youth will enter the labour market, while the 15-29 year old population is expected to grow by 37 per cent across Canada (compared to six per cent of the general population in the same age range²). This trend is most pronounced in NWP provinces where 44.9 per cent of all Aboriginal people in Canada live.
- New migrants to B.C. are expected to fill one-third of total job openings to 2020.
- In all regions of B.C., the demand for workers is expected to increase at a higher rate than the supply, leading to tightening labour market conditions over the next decade.
- Since 2003, B.C.'s interprovincial net in-migration had been positive, peaking at 15,000 in 2006. It has declined since 2007 and been negative in the past two years.
- Major projects (over \$500M), including LNG projects, are expected to contribute significantly to increased demand for workers. If this demand cannot be met, investments in those major projects in the province would be at risk. Over the next decade, major projects are expected to provide \$165 billion in investments in British Columbia.
- Saskatchewan has the lowest unemployment rate in Canada at 4.3%, followed by Alberta (4.6%) – BC has the fourth lowest rate (6.4%).

² Hull, Jeremy. 2008. "Aboriginal Youth in the Canadian Labour Market" in: *Hope or Heartbreak: Aboriginal Youth and Canada's Future, Horizons*, p. 40-44.

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| Agenda Item | Removing Barriers to the Mobility of Apprentices |
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Issue: Training standards, processes and requirements for apprentices vary by jurisdiction, causing barriers to mobility, repetition of training, or non-completion of certification.

Anticipated Outcomes

Recommended BC Position

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Position of Other Jurisdictions

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Key Points

- Adopting a common approach to apprenticeship training will: increase efficiency for employers who operate in more than one province; make training across multiple provinces easier for apprentices; and allow western provinces to more easily share training resources.
- A common regional approach may allow BC to increase its supply of apprentices and skilled tradespeople. This is an important part of ensuring BC has the labour supply necessary to meet labour market needs, including specific sectors such as LNG and other major projects.
- This is a key step towards greater mobility of all workers across Canada.

Background and Analysis

- Over the next 10 years, the province of British Columbia is expected to experience significant economic growth resulting from the emerging liquefied natural gas industry and the growth of other sectors including mining and forestry.

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- While the Red Seal standards of excellence are the same across the country, each jurisdiction has different requirements for training, certification and standards. These inconsistencies mean that apprentices who wish to move to another province to continue or complete their training are often unable to do so because the systems can be so different. At the same time, employers wishing to recruit new apprentices from out of province face similar challenges.
- Aligning requirements for apprenticeship training and certification between the provinces that result in a common Red Seal endorsement or certification being issued. These requirements could include elements such as hours required to be certified, the sequence of delivery of training content and/or the number of 'levels' a program is divided into.
- The three provinces' Training Boards are proposing

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New West Partnership 2014

Next Steps:

- The ITA and Apprenticeship Authorities from AB and SK will reconvene in April to finalize the work plan, inclusive of timelines and deliverables.

New West Partnership 2014

Agenda Item

New West Partnership Trade Agreement (SK)

Issue: New West Partnership Trade Agreement (NWPTA)

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Anticipated Outcome

Next steps for enhancements to the NWPTA.

Recommended BC Position

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Position of Other Jurisdictions

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New West Partnership 2014

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Key Points

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Open Education Resources

Issue: MOU on Open Education Resources.

Anticipated Outcome

Signing of the MOU between the three provinces.

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Position of Other Jurisdictions

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Key Points

- Commercial textbooks often cost students hundreds of dollars. With open textbooks, by contrast, students can download them electronically – free of charge – or if they can use print on-demand for between \$30 to \$50.
- Collaboration among the three provinces can mean a tripling of results – for example, 20 open textbooks developed by each jurisdiction means there could be 60 unique open textbooks available in all three jurisdictions.
- Working together, it would be possible to target open textbooks for trades and occupations in critical areas of the economy that affect all three provinces.

New West Partnership 2014

Background and Analysis

- In October 2012, BC announced it would become the first province in Canada to introduce open textbooks. The initiative will develop open textbooks in 40 high enrolment first and second-year post-secondary subject areas, and in 20 skills training and technical post-secondary subject areas that align with priorities in the BC Jobs Plan and Skills and Training Plan.
- In 2013, NWP Ministers of Advanced Education indicated they wanted to pursue a collaborative approach to open education resources.

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New West Partnership 2014

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- **Recommendation:**

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Agenda
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Temporary Foreign Workers (TFWs)

Issue:

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Anticipated Outcome

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Recommended BC Position

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Position of Other Jurisdictions

- Under Federal/Provincial Immigration Agreements, British Columbia and Alberta have a TFW Annex which provides provinces authorities to recommend to the federal government that a foreign worker be issued a work permit, without requiring a Labour Market Opinion (LMO); streamlining processes associated with hiring TFWs.

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- In August of 2013, Assistant Deputy Ministers from across Canada met with federal counterparts in regards to the federal government's TFW Program reforms.

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New West Partnership 2014

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Background and Analysis

- The TFW Program is a federal program jointly administered by Citizenship and Immigration Canada (CIC) and Employment and Social Development Canada (ESDC).
- ESDC is responsible for issuing Labour Market Opinions (LMO), through which the Department confirms that employers have made reasonable attempts to fill their vacancies domestically, while CIC is responsible for issuing work permits to TFWs.
- At the end of 2012, there were an estimated:
 - 74,216 TFWs in BC accounting for 22 percent of the national total
 - 68,319 TFWs in Alberta accounting for 20 percent; and
 - 9,349 TFWs in Saskatchewan accounting for 3 percent.
- A large proportion of TFWs in British Columbia (40 per cent) are admitted under youth mobility programs, which allow foreign nationals aged 18 to 35, to work for any employer while they experience Canada.
- Only 21 per cent of TFWs in BC are admitted to work under an LMO.

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- Following controversies in regard to the TFW Program the federal government has introduced a number of TFW Program reforms (beginning April 2013) which aim to ensure Canadians/permanent residents are first in line for jobs and strengthen protections for TFWs. B.C. expects further changes in the coming months.
- The 2010 Canada-BC Immigration Agreement includes a TFW Annex, which provides authority for the Province to streamline the entry of TFWs.
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New West Partnership 2014

Agenda Item

Out-of-Province Vehicle Inspection Exemption/Reciprocity

Issue: Elimination of duplication of vehicle inspections for residents of the New West Partnership provinces who move from one NWP jurisdiction to another.

Anticipated Outcome

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Recommended BC Position

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Key Points

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Background and Analysis

- During the NWP DM's meeting of August 27-28, 2012, ministries responsible for transportation were tasked with s 16
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- Every province/territory (except the YK and NWT) requires an out-of-province inspection of imported vehicles.
- The goals of provincial out-of-province inspection programs are to:
 - Ensure vehicles being registered for use on public roads are in a safe operating condition, reducing the risk of crashes resulting from mechanical defects (poorly maintained vehicles);

New West Partnership 2014

- Ensure rebuilt vehicles are repaired correctly before being put back on the road;
- Protect consumers from unknowingly purchasing potentially unsafe or stolen vehicles;
- Reduce the costs for workers and families who relocate between provinces within the New West Partnership.

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