

**BRIEFING NOTE**  
**Bamfield Road Update**  
**VCO**

## **Bamfield Road**

**What:**

*Minister Trevena to brief Premier Horgan on the status of the engineering review of Bamfield Road improvement options.*

**Who:**

*Premier Horgan, Minister Trevena, ADM Renée Mounteney, Deputy Director Janelle Staite*

**Executive Summary:**

- On September 13, 2019 a bus accident occurred on Bamfield Road, resulting in the death of two University of Victoria students.
- The Huu-ay-aht First Nations (HFN) have approached government in the last few years with a request for funding to improve the Bamfield Road by hard surfacing it.
- HFN engaged the services of Urban Systems to provide a cost estimate to seal coat the gravel portion of the road. The cost was estimated at \$25.4 million.
- MoTI subsequently engaged the services of McElhanney to evaluate the Urban Systems proposal. McElhanney estimates the Urban Systems proposal at s.17 s.17. In addition, MoTI had McElhanney provide other options to improve the road assuming provincial ownership.

## **BRIEFING NOTE**

### **Bamfield Road Update**

### **VCO**

#### **Background:**

- Bamfield Road is a 76 kilometre gravel road designated as an industrial road under the Industrial Roads Act (IRA). The IRA falls under the jurisdiction of MoTI. The road is not a public road.
- Western Forest Products (WFP) has jurisdiction and operates 60 km of the road. Mosaic has jurisdiction and operates 16 km of the road (see map).
- MoTI provides s.17 to ensure road access is maintained year-round for the general public.
- Huu-ay-aht procured services of Urban Systems to provide estimate of cost to sealcoat Bamfield Road.

#### **Urban Systems Option**

- Urban Systems (2018) scope includes 76 km of sealcoat and improvements.
- Estimate of \$25.4M (includes 35% contingency)
- Urban Systems has used HFN labour cost.

#### **McElhanney Review Urban Systems Option**

- McElhanney estimate s.17
- Variance explanation:
  - Labour cost
  - Contingency
  - No escalation
- Options for improvements on the road that could be considered if the road were to become a public road under MoTI's jurisdiction.

#### **Construction challenges considered:**

- 18 Bridges
- 10 major culverts

## BRIEFING NOTE

### Bamfield Road Update

### VCO

- Narrow road width
- Hill grades
- Road/bridge geometry/standard
- Flood prone sections
- Natural hazards
- Climate change resiliency

Options	Capital/ Construction (Millions)
1. Gravel surfacing & safety improvements	s.17
2. Upgrade to Sealcoat	
3. Upgrade to Pavement	
4. Full Arterial Highway Standard	

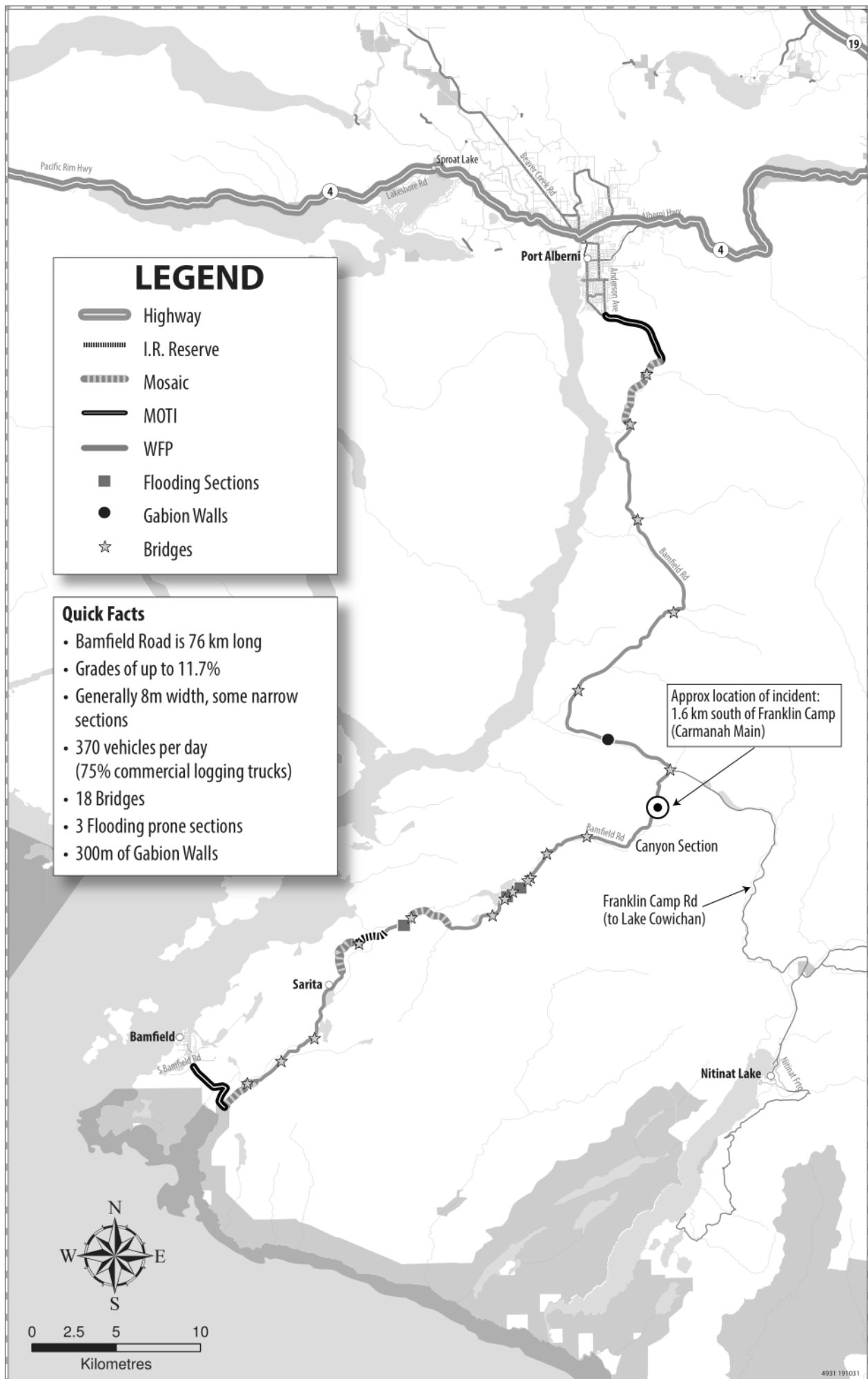
s.12; s.13; s.17

#### Considerations:

- Precedent
- Impact to industry traffic
- Funding

#### Recommendations:

*For Information.*







## DISCUSSION:

BC derives significant economic benefit from its position as Canada's western gateway to Asia.

Not only does more than \$46 billion in goods move through BC's ports, but BC's transportation sector itself generated \$14.2 billion in GDP (5.8% of the provincial total) in 2018. There are 35,223 transportation businesses throughout the province, employing 125,300 people and generating over \$5.9 billion in wages.

Given the value of the transportation sector to BC's economy, BC has a strong interest in maintaining the strength and enhancing the competitiveness of WTC.

However, this position also strains provincial resources (e.g. access to industrial land, impacts to marine environment), communities around the WTC and the Ministry's infrastructure. Goods movement accounts for approximately 20% of provincial GHG emissions. Federal funding requirements create an expectation that BC will contribute to projects to address capacity impediments to facilitate Canadian trade.

Furthermore, there are competing capacity pressures between the needs of exporters from BC versus the rest of Canada. For example, in April 2019, the Canadian Transportation Agency issued a determination that CN breached its service obligations by imposing an embargo on wood pulp to ensure capacity for other commodities.

Optimizing the capacity of the WTC can enhance competitiveness without capital investments to build more infrastructure. The WESTAC 2019 Spring Member Forum confirmed that the transportation system's capacity is constrained due to a variety of reasons including competing demands that pit quality of life against prosperity and ignore system-wide issues and perspectives, and that these need to be considered in any effort to optimize the system.

## OPTION 1 -

s.13; s.16

s.13; s.16

s.13; s.16; s.17

s.13; s.16  
s.13; s.16

## Attachment 1: Past Pacific Gateway Alliance Timelines and Background







## **Attachment 1: Past Pacific Gateway Alliance Timelines and Background**

### 2007 – 2014: Supporting BC Ports Strategy

Established in 2007, the PGA was originally composed of several BC and federal government transportation and economic development ministries, and the main transportation service providers in BC (the ports of Vancouver and Prince Rupert and CN, CP and BNSF Rail Companies). The group was formed in response to the 2005 *British Columbia Ports Strategy*, and was tasked with increasing BC's market share of total west coast container traffic (US and Canada) through BC ports from 9% to 15%. To meet this goal, PGA members focussed on improving performance and making improvements to transportation and port infrastructure in BC. The market share goal was achieved in 2014.

### 2014 – 2016: New West Partnership's 10-point Action Plan

In November 2014, the New West Partnership premiers met in Regina to discuss the long-term efficiency, reliability, and competitiveness of Western Canada's transportation system. The premiers formulated a Ten-Point Action Plan to ensure the competitiveness of western Canada's transportation system and tasked the PGA with delivery of it. The PGA was restructured and added the Alberta and Saskatchewan transportation ministers. By the end of 2016, working with rail, port and other stakeholders, all ten action items had been completed, or forums to address ongoing issues had been initiated. (See Attachment 1 – NWP Premier's Progress Report – for the specific outcomes of this work.)

### 2016 – 2018: Restructuring

The PGA did not meet between December 2016 and November 2018, due to scheduling challenges with the ministers. In early 2018, another restructuring was approved to address this. A new terms of reference was drafted which addressed many of the problems of organizing and running the PGA over the preceding few years, such as the role of the ministers, membership, meeting frequency, and the role of the ADM committee (see Attachment 2). Membership was also expanded to include Manitoba and Transport Canada. The PGA has not met since November 2018.



## **BRIEFING NOTE FOR DECISION**

**DATE:** November 5, 2019

**PREPARED FOR:** Honourable Claire Trevena, Minister of Transportation and Infrastructure

**ISSUE:** s.12; s.13; s.16; s.17

s.12; s.13; s.16; s.17

Page 11 of 64 to/à Page 12 of 64

Withheld pursuant to/removed as

s.12; s.13; s.16; s.17

Page 13 of 64

Withheld pursuant to/removed as

s.13; s.16; s.17; s.12

Page 14 of 64 to/à Page 34 of 64

Withheld pursuant to/removed as

s.12; s.13; s.16; s.17



## GEORGE MASSEY CROSSING PROJECT

### ISSUE:

- **George Massey Crossing (GMC) Options – Metro Vancouver Board Decision**

### BACKGROUND:

- On November 2, 2019, the Metro Vancouver Board (Board) reviewed the George Massey Task Force's recommendation for an eight-lane immersed tube tunnel (including two dedicated transit lanes) to replace the existing George Massey tunnel.
- The Task Force's recommendation to the Board was to:
  - a) Receive the staff report titled "*George Massey Crossing Project – Results of Technical Evaluation on the Six Short Listed Options*" (24 Sep 2019), for information;
  - b) Based on the Province's analysis, endorse a new eight-lane immersed-tube tunnel (ITT), including two transit lanes, and a multi-use pathway as the preferred option for public engagement;
  - c) Request the Province to develop further plans to improve transit speed, reliability, and capacity along the entire Highway 99 corridor.
- At their November 2 meeting, the Board made 9 amendments to replace clause (c) and added a new clause (d).
- The approved motion was THAT:
  - a) The Board receive the staff report titled "George Massey Crossing Project – Results of Technical Evaluation on the Six Short Listed Options" (24 Sep 2019), for information;
  - b) Based on the Province's analysis, the Board endorsed a new eight-lane immersed-tube tunnel (ITT), including two transit lanes and a multi-use pathway as the preferred option for public engagement;
  - c) Request the Province's assessment of the immersed tube tunnel option takes into consideration:
    - i. The project must address First Nation concerns regarding in-river works and fisheries impacts.
    - ii. The project should not create additional potential costly, lengthy or prohibitive environmental challenges or reviews.
    - iii. The project should address Richmond and Delta's concerns regarding local impacts at interchanges or access points and minimize impacts on Agriculture Land Reserve (ALR).
    - iv. To fully realize the benefit of this significant investment, the entire Hwy 99 corridor should be evaluated for improvements as part of the project, including South Surrey interchanges.
    - v. The project should address Richmond and Vancouver's concerns about excess capacity, the risk of increased Vehicle-Kilometres of Travel (VKT) and potential to worsen congestion at Oak Street Bridge.
    - vi. The crossing should be designed to serve the needs of the region to at least 2100.
    - vii. The crossing should include six lanes for regular traffic and two lanes for dedicated rapid transit bus, with dedicated multi-use pathway and facilities, include immediate access to enhanced rapid transit capacity at opening, and have the potential for conversion to rail, including consideration for potential high speed rail.
    - viii. All utility infrastructure, including BC Hydro power transmission lines should be constructed underground in conjunction with the tunnel.
    - ix. Any solution must address the matter in a timely manner, hopefully with completion by 2026-2027.
    - x. Any solution should also be consistent with Regional Growth Strategy, TransLink's Regional Transportation Strategy (RTS) and related Transportation Demand Management (TDM) strategies (currently underway), and Metro Vancouver's new climate change targets.
  - d) As an interim measure to address immediate traffic congestion, request the province to work with TransLink through Phase 3 of the Mayors' Council 0-year plan to provide additional funding for higher-frequency transit services

- The amended motion was approved by all directors except for one representative from the Township of Langley.

#### DISCUSSION:

- The nine clause (c) amendments largely mirrored the letter sent by five mayors and two First Nations chiefs to the Premier earlier this year.
- A detailed list of the amendments and related provincial considerations is presented in the table below.

Recommendation	Provincial Position
(a) The Board receive the staff report titled "George Massey Crossing Project – Results of Technical Evaluation on the Six Short Listed Options" (24 Sep 2019 for information);	s.12; s.13
(b) Based on the Province's analysis, the Board endorse a new eight-lane immersed-tube tunnel (ITT) with multi-use pathway, including two transit lanes, as the preferred option for public engagement	
(c)(i) The project must address First Nation concerns regarding in-river works and fisheries impacts.	
(c)(ii) The project should not create additional potential costly, lengthy or prohibitive environmental challenges or reviews.	
(c)(iii) The project should address Richmond and Delta's concerns regarding local impacts at interchanges or access points, and minimize impacts on ALR.	
(c)(iv) To fully realize the benefit of this significant investment, the entire Hwy 99 corridor should be evaluated for improvements as part of the project, including South Surrey interchanges.	
(c)(v) The project should address Richmond and Vancouver's concerns about excess capacity, the risk of increased VKT and potential to worsen congestion at Oak Street Bridge.	
(c)(vi) The crossing should be designed to serve the needs of the region to at least 2100.	
(c)(vii) The crossing should include six lanes for regular traffic and two lanes for dedicated rapid transit bus, with dedicated multi-use pathway and facilities, include immediate access to enhanced rapid transit capacity at opening, and have the potential for conversion to rail, including consideration for potential high speed rail.	
(c)(viii) All utility infrastructure, including BC Hydro power transmission lines should be constructed underground in conjunction with the tunnel.	
(c)(ix) Any solution must address the matter in a timely manner, hopefully with completion by 2026-2027.	
(c)(x) Any solution should also be consistent with Regional Growth Strategy, TransLink's RTS and related TDM strategies (currently underway), and Metro Vancouver's new climate change targets.	



Recommendation	Provincial Position
(d) As an interim measure to address immediate traffic congestion, request to work with TransLink through Phase 3 of the Mayors' Council 10-year plan.	s.12; s.13

**PREPARED BY:**

Prepared by:  
Lina Halwani, SCR Project Director  
(604) 527-2170

**REVIEWED BY:**

Kevin Volk, ADM, Major Projects, Infrastructure and  
Properties

**INITIALS**

KV



## BRIEFING NOTE FOR INFORMATION

**DATE:** November 18, 2019

**PREPARED FOR:** Honourable Claire Trevena, Minister of Transportation and Infrastructure

**MEETING:** Rob Ashton, President, International Longshore & Warehouse Union Canada  
On November 25, 2019

**ISSUE:** Meeting with the International Longshore and Warehouse Union (ILWU) to discuss the findings of its report "*Economic Impact Study of Digitization and Automation of Marine Port Terminal Operations*".

### SUMMARY:

- **A reliable and efficient transportation network is critical to B.C. and Canada's economy.**
- **The global trend towards automation and digitization, specifically in the Marine Transportation sector, is an area the Ministry is interested in better understanding.**
- **It is only by working together through ongoing collaboration with labour, industry and the post-secondary system, that we can best support the continued growth of the trade corridors, while protecting good jobs.**

### BACKGROUND:

The ILWU has expressed significant concerns about terminal automation resulting in potential or anticipated job losses, including at Roberts Bank Terminal 2. As recently as May of 2019 the ILWU initiated work stoppages at BC's container terminals. The work slowdowns were resolved when employers and the union agreed on a structure for handling automation at the ports of Vancouver and Prince Rupert.

The ILWU has requested a meeting with the Minister to provide a briefing on the findings of a report commissioned by the ILWU and prepared by Prism Economics and Analysis on how automation and digitization may impact the future for the marine sector in terms of employment and how income generated, and taxes paid could be affected.

The ILWU's impact analysis forecasts that:

- Port automation and digitization would have a substantial effect on local economies.
- In terms of jobs, the large impact of reduced employment is off-set in a very limited way by increased indirect employment.
- Between 5200 and 9300 jobs in BC will be lost after taking into account employment that automation is likely to create
- In addition to a loss of jobs, losses in employment income would negatively impact both individuals and the local economy. Not only would there be a significant decline in wages and salaries for core and supporting jobs, but the decrease in consumer spending would negatively impact local economies. Further, the termination of employer contributions to employees' pension and benefit plans would also impact them materially as well



A copy of the report is available online at: [https://ilwu.ca/wp-content/uploads/prism-ilwu\\_report-a3-aug14.pdf](https://ilwu.ca/wp-content/uploads/prism-ilwu_report-a3-aug14.pdf)

## DISCUSSION:

Traditionally, the transportation and logistics sector has been labour intensive relying on manual processes in both the administration and the physical transport of goods. Like manufacturing processes, there are efforts to improve productivity and service consistency through the introduction of automation. Over the past five years, automation has begun to appear. Robots are finding their way into warehouses and it is anticipated that automation may begin to appear in shipping and delivery with driverless vehicles.

Powering this transformation is “big data” and digitization as well as improved protocols and standardization around data exchange. The administration of shipping documentation is currently manual data entry process, with significant repetition. Blockchain and the digital ledger is one technology that is anticipated to change this. Artificial intelligence and machine learning are other areas where trip planning and logistics decisions are likely to become automated relying on algorithms rather than instinct and human experience.

### Status of marine terminal automation globally:

Automation is an emerging trend in port terminal development, but taking place at different scale, pace and locations. Currently there are 78 terminals in 38 ports worldwide that operate or are in the planning / construction stage that incorporate some level of automation. This is approximately 10% of global terminal capacity. While the average container terminal size was 51.7 hectares, it was 85.5 hectares for fully automated terminals and 69.9 hectares for semi automated terminals, underlining the scale propensity for automation. As a capital intensive and complex process, automated terminals are more prevalent among large ports and transshipment hubs and are best suited for handling the largest vessels.

As a recent example of a jurisdiction where a negotiated solution has been achieved to address automation, in Los Angeles in July of 2019 International Longshore and Warehouse Union (ILWU) Local 13 and APM Terminals reached a tentative agreement for a training program that will prepare longshore mechanics to maintain and repair the automated cargo-handling equipment the terminal operator will deploy at its Los Angeles facility. The training is terminal specific and may become the model for similar training programs.

### Navigating the road ahead for automation in the transportation sector in BC

WESTAC recently completed a workforce study for the Western Transportation Corridors (WTC), funded by the Ministry of Advanced Education and Skills Training. The purpose of the study was to identify the challenges in the WTC sector and the research/evidence available on these challenges.

Among the key findings in the report, it was noted that “Automation is impacting the [transportation] industry, but a better understanding of the impacts of automation in terms of timing, skills updates, job losses, that are specific to transportation are needed.”

Given the significant interest within the sector from both labour and industry in better understanding the potential impacts of automation, the Ministry of Advanced Education and Skills Training has expressed an interest in funding a second study to gain that understanding of the impacts. The study could bring



parties, including labour, terminal operators, and skills training providers, together to study the impacts of automation, as well as to collaborate on strategies that address the future of automation and digitization. The WESTAC Board expressed support for further action on this issue at its November 14, 2019 meeting.

### FINANCIAL IMPLICATIONS:

- No financial implications assuming AEST funding is available.

#### PREPARED BY:

Jason Macnaughton, Project Director  
Integrated Transportation Planning Branch  
(250) 508-2947

Andrew Hamilton, Project Director  
Integrated Transportation Planning Branch  
(236) 478-1613

#### REVIEWED BY:

Kevin Volk, Assistant Deputy Minister  
Major Projects, Infrastructure and Properties

Nancy Bain, EFO  
Finance and Management Services Department

#### INITIALS

KV

NB

### ADDITIONAL BACKGROUND ON AUTOMATION

- The most common definition classifies terminals as fully or semi-automated, but this definition is partial. A fully automated terminal is defined as such when the stacking yard and horizontal transfers between the quay and the yard are automated. A semi-automated terminal only involves an automated staking yard. Such a definition does not consider automated terminal gates and other 'softer' forms of automation such as appointment systems.
- There are various degrees of automation and in many ways, automation is present in a large number of terminals depending how it is defined and if it focuses on infrastructure (e.g. stacking cranes) or information systems (e.g. yard management).
- Automated terminals are defined as terminals with at least some container handling equipment operating without direct human interaction of 100% of the duty cycle.
- At a marine container terminal, there are four universal activities in the unloading and loading process. Each or all of these activities can be either fully or partially automated:
  1. Ship cranes - load and unload the ship
  2. Stacking cranes - sort and stack containers in the piles on the terminal
  3. Horizontal transport – truck, shuttle carrier between the cranes and the stacks
  4. Rail car loading (RMG) (GCT is manned and remote)
- A fully Automated terminals use Automated Stacking Cranes (ASCs) are rail mounted gantry cranes that are generally aligned perpendicular to the berth and interface with terminal at the ends of the stacks. ASC terminals are the current worlds standard for Automated containers terminals. ASCs do most of their duty cycle with no human interaction and can be driven remotely as needed.
- A partially automated terminal usually incorporates a cantilever RMGs for rail car loading. This terminal design use for large cantilever RMGs running either parallel or



perpendicular to the wharf to handle containers in a very high-density layout. RMGs of this type are usually serviced by human driven tractors (horizontal transport).

- The loading of trains is the stage where there is the highest degree of variability of productivity; therefore, it is the one area that terminal operators would strive to automate.
- Of the 78 terminals globally incorporating automation, only 16 are fully automated.
- In North America, Los Angeles and Long Beach each have the first fully automated terminals. New York and Norfolk both have partially automated terminals.

## BRIEFING NOTE

### Status Update on Taxi Modernization and Ride Hail

## Status Update on Taxi Modernization and Ride Hail

#### What:

*Status Update on Taxi Modernization and Ride Hail*

#### Who:

*Premier Horgan*

#### Executive Summary:

- The Passenger Transportation Board (the Board) started accepting ride hail applications on Sep 3<sup>rd</sup>
- The Vancouver Taxi Association launched a petition for judicial review on Sep 4<sup>th</sup> challenging the Board ride hail policies
- Regulations to support taxi modernization and ride hail came into effect on Sep 16<sup>th</sup>
- There are currently 20 ride hail applications before the Board for operations around the province
- The Board is expected to make its first decisions early December
- The judicial review petition is expected to go forward once the Board releases its first decisions and may involve an interlocutory stay

#### Background:

Starting Sep 3<sup>rd</sup>, applications from prospective ride hail companies have been steady and have exceeded initial expectations. The 20 applications cover each region of the province and many applications are for multiple regions, as follows:

Region 1 (Metro Vancouver and Sea to Sky) = 15

Region 2 (Capital Regional District) = 11

Region 3 (remaining Vancouver Island) = 13

Region 4 (Southern Interior) = 11

Region 5 (Northern and Coast) = 8

The Board undertakes a written submission process for applications that is open to anyone in the province, but for the ride hail applications the Board has included an extra step of secondary submissions for the taxi associations in hopes of satisfying a more transparent

## BRIEFING NOTE

### Status Update on Taxi Modernization and Ride Hail

process with the potential judicial review pending. Additionally, the Board is required by legislation to also weigh each application against a “3 part test” summarized as;

1. Is there a public need for the service,
2. Is the applicant fit and proper, and
3. If granted would the license promote sound economic conditions

See attached BNs for information pertaining to the judicial review process and options if an interlocutory stay is granted.

The Registrar at the Passenger Transportation Branch is responsible for actioning Board decisions and subsequent compliance monitoring. When a Board decision is rendered, the Registrar ensures that Board conditions are added, legislative requirements have been met regarding insurance and a safety certificate, collects licensing fees, and then issues the license. This typically takes 2 business days but is expected to occur in a more expedient manner for ride hail as most of the work has been planned/completed.

The Passenger Transportation Act was strengthened to clarify the Board as the sole authority for determining operating areas, fleet size, and rates charged in the passenger directed vehicle industry, removing any authorities that local government previously had in this regard.

Local government retained the ability to regulate passenger directed vehicles through business licences and related fees, street and traffic bylaws, curbside and parking management, and traffic regulation, so long as they do not use this authority to prohibit passenger directed vehicles from operating within their jurisdiction.

On Oct 2<sup>nd</sup>, the City of Vancouver passed bylaws detailing business licence requirements for the ride hail and taxi industry, including an annual per vehicle fee of \$100 and a pickup and drop off fee of \$.30 completed within the metro core of the city between 7am and 7pm.

The Ministry, in conjunction with MAH, has been chairing local government working groups focused on sharing of information, streamlining bylaws and business licence requirements, and steering local governments towards a regional business licence referred to as an Inter Municipal Business Licence. There is one provincial working group (Vancouver, Victoria, Surrey, Richmond, Kamloops, Kelowna, Prince George, and Fort St John) and 3 regional working groups (Metro Vancouver, Capital Regional District, and the Okanagan-Similkameen).

**BRIEFING NOTE FOR DECISION**

**DATE:** October 30, 2019  
**PREPARED FOR:** Honourable Claire Trevena, Minister of Transportation and Infrastructure  
**ISSUE:** BC Bus North Fare Structure

**RECOMMENDED OPTION:**

s.13; s.17

**BACKGROUND:**

In September 2019, the Province entered into a cost-sharing agreement with Western Economic Diversification (WD) to cost share operating costs for BC Bus North through March 31, 2021. One of the conditions for federal funding was that a competitive process be conducted to choose an operator. BC Transit issued a Request for Proposal (RFP) over the summer s.16  
s.16 Fare structure remains one of the components that has yet to be finalized.

**PAST INTERACTIONS:**

- The Province has engaged with northern Mayors and Regional District Chairs over the last year regarding northern inter-city bus service.
- In July 2019, the Minister rode on BC Bus North.
- In October the Minister met with representatives of the Northern Local Government Association.

**DISCUSSION:**

s.13; s.16; s.17





s.13; s.16; s.17

**FINANCIAL IMPLICATIONS:**

- 

s.16; s.17

- 

s.13; s.17

**OPTIONS:**

s.13; s.17



Ministry of  
Transportation  
and Infrastructure

CLIFF 289749

s.13; s.17



**RECOMMENDATION:**

s.13; s.17

**APPROVED / NOT APPROVED**

Honourable Claire Trevena  
Minister of Transportation & Infrastructure

6<sup>th</sup> December 2019  
Date

Attachments:

Appendix 1:

s.13; s.17

**PREPARED BY:**

Jonathan Bleackly, Transit Analyst  
Transit Branch

Linda Harmon, Director,  
Strategic Outreach and Business Engagement  
Transit Branch

Andrea Mercer, Executive Director  
Transit Branch  
(250) 812-5486

**REVIEWED BY:**

Deborah Bowman, ADM  
Transportation Policy and Programs

Nancy Bain, EFO  
Finance and Management Services  
Department

**INITIALS:**

DB

NB

Page 49 of 64

Withheld pursuant to/removed as

s.13; s.17

## ADVICE TO MINISTER

<p><b>CONFIDENTIAL ISSUES NOTE</b></p> <p>Ministry: Transportation and Infrastructure Date: draft Minister Responsible: Claire Trevena</p>	<p><b>Mandatory Entry Level Training (MELT) for Class 1 drivers</b></p>
--	---

### ADVICE AND RECOMMENDED RESPONSE:

- Our government is looking at how a practical and consistent training program for new commercial truck drivers can be implemented to ensure better-trained drivers and safer roads.
- Through industry consultations, government is receiving input from stakeholders on what an entry-level training program for Class 1 drivers could look like for B.C.
- It will be expected that a B.C. Class 1 training program would be in line with, or exceed, the anticipated new minimum National Safety Code Entry-Level Training standard.
- Consultations are being led by the Ministry of Transportation and Infrastructure, with support from ICBC and the Ministry of Public Safety & Solicitor General.
- People's safety is my top priority as minister, and we are continually looking for ways to make our highways and roads safer for everyone.
- A final decision on implementing an entry-level training program will be determined by government following a review of input received during consultations.

### BACKGROUND REGARDING THE ISSUE:

In July 2019, the ministry announced that consultations with key stakeholders would begin, to help determine what a mandatory training program could look like for B.C. The ministry is holding eight workshops with industry stakeholders around the province. The ministry has also formed an Advisory Group made up of 11 experts from the trucking industry, driver training industry, and WorkSafeBC and a Curriculum Group made up of 20 members from the driver training industry and CVSE.

Aside from a 16-hour airbrake training course when relevant, there are currently no minimum training requirements in British Columbia for commercial drivers prior to their series of ICBC tests (i.e. Knowledge Test, Road Test, and Airbrake Test when applicable).

In January 2019, the federal Transport Minister stated that it is a goal on a country-wide level to have mandatory entry level training implemented by January 2020.

Heavy commercial vehicle drivers are over-represented in fatal crashes in B.C. In 2017, heavy commercial vehicles were involved in five per cent of the crashes on B.C. roads and approximately 20 per cent of the fatalities.

In May 2018 Global TV ran a story which focused on a widow calling for better training for truck drivers after her husband, himself a commercial driver, was killed in a collision with a tractor-trailer. The Global story also included comment from the BC Trucking Association calling for increased safety standards and mandatory entry-level training for commercial drivers. The April 2018 bus crash in Saskatchewan which killed 15 people on the Humboldt Broncos hockey team involved a commercial vehicle and has also led to more calls for increased truck driver training.

While ICBC is responsible for driver licencing and driver training, CVSE supports a move toward mandatory training for entry-level commercial drivers. All drivers who obtain a driver's licence in British Columbia, including those for Class 1 and Class 2, are required to take a knowledge test and are evaluated by ICBC employees in a road test. Currently, commercial carriers are required to be in full compliance with regard to documentation when applying for a National Safety Certificate in BC.

Communications Contact:	Craig Chambers (MOTI)	250 387-5798
	Cathy Dargie (AG)	778 698-9485
	Ian Indridson (PSSG)	250 387-0835

Program Area Contact:	Cole Delisle (Director, CVSE)	604 398-5868
-----------------------	-------------------------------	--------------

Minister's Office	Program Area	ADM	Comm. Dir
	ICBC/AG		



## BRIEFING NOTE FOR INFORMATION

**DATE:** November 19, 2019

**PREPARED FOR:** Honourable Claire Trevena, Minister of Transportation and Infrastructure

**ISSUE:** Meeting on November 24, 2019 with Keith Ian Gill, Vansea Transport Ltd. and Lotus Terminals Ltd. regarding the Temporary Foreign Worker program, specific to the trucking industry; inexperienced commercial drivers on Canada's roads through the program.

### SUMMARY:

- It is evident that there are some carriers who are skirting the rules. The ministry takes this very seriously.
- The ministry has more than 240 Commercial Vehicle Safety and Enforcement (CVSE) staff across the province who work hard to ensure the safety of commercial vehicles on our roads.
- Every year, CVSE looks at hundreds of thousands of commercial vehicles that cross the weigh scales and inspection sites across the province. Of these, they target on average more than 25,000 vehicles a year for closer inspections.
- In every targeted inspection, they check the driver's credentials to ensure they are properly licensed.
- What concerns the ministry is the report of inexperienced drivers being placed in situations beyond their skill level. It is unsafe, and it is wrong.
- I've directed CVSE staff to immediately follow up on this evidence of noncompliance and unsafe practice.
- I want drivers, and their families and loved ones, to know: if you suspect any wrongdoing; if you think you're being asked to work unsafely, we want to hear from you.

### BACKGROUND:

- An October 5, 2019, Globe and Mail article titled 'How an immigration scheme steers newcomer's into Canadian trucking jobs – and puts lives at risk' was released with a focus on the trucking industry and relationship with temporary foreign workers.
- The article identified the following:
  - A number of carriers from BC were identified as having participated in the Temporary Foreign Worker program and hiring drivers, reportedly as steered by immigration consultants, to drive trucks long-haul across the country.
  - Safety concerns that unprepared drivers are put on the road with little to no training from carriers.
  - Concerns for unscrupulous immigration practices by carriers and consultants, as well as, perceived risk to road safety due to unprepared drivers.



## DISCUSSION:

s.13

- There are approximately 33,000 carriers registered to operate in B.C. About half of those are based on the Lower Mainland.
- Overall, we find this is an industry that is extremely professional and safety conscious.
- From 2014 to 2018, 520 carriers either had their National Safety Code Certificate cancelled, suspended or surrendered their NSC certificate for being unable or unwilling to comply.
- B.C. has a reciprocity agreement with many countries, allowing their driving qualifications to apply here.
- For drivers from a non-reciprocal country, they have 90 days to switch to a B.C. driver's licence, with the appropriate class for the vehicle they are driving.
- To obtain a Class 1, they would have to take and pass the provincial drivers' test.
- There are instances where the 90-day rule does not apply. For example, a temporary foreign worker with a federal work permit in the Seasonal Agricultural Worker Program (SAWP) can drive for up to 12 months on a valid licence from their home jurisdiction.
- A driver is considered to have a valid and subsisting licence for the 90-day rule, which allows any class/allowance from a home jurisdiction be accepted until they either leave the province, or obtain a BC driver's licence if remaining and becoming a resident (and if not on the reciprocity list, they revert to a class 5 and must attain the higher classes after that).
- Regardless of their status, as long as, the driver is correctly licenced, they are able to drive to the conditions of their licence.
- Regarding Mandatory Entry Level Training (MELT), BC announced on July 4, 2019 the start of formal consultations for a MELT program in BC, and initiated an Advisory Group, Curriculum Group and engagement with carriers and driving schools across the province.
- BC is looking at a mandatory program that incorporates the entry-level training guidelines under development by the CCMTA, as well as, analysing the recently implemented programs in other Canadian and international jurisdictions.

## FINANCIAL IMPLICATIONS:

- None.

## Appendix: CVSE Action Plan – Globe and Mail Follow-Up

### PREPARED BY:

Cole Delisle, CVSE  
604-230-0457

### REVIEWED BY:

Renée Mounteney, ADM  
Highway Services  
Nancy Bain, EFO  
Finance and Management Services Department

### INITIALS

---

 RM

---

 NB



## CVSE Action Plan – Globe and Mail Follow Up

### ISSUE:

#### Action Plan and Response to Globe and Mail Article October 5<sup>th</sup>, 2019

### FACTS:

- Issues raised by an article published by the Globe and Mail, focussed on the immigration system in Canada and how there appears to be pressure to put poorly prepared drivers in to truck driving jobs.
- The article specifically named BC as a jurisdiction in which trucking companies employ foreign workers and new immigrants.
- The article tone was that drivers, while properly licenced, were poorly prepared and undertrained for their new careers, and potentially put road safety at risk.
- Minister's response to the article indicated a review of trucking companies and actions within CVSE.
- Actions Taken:
  1. Review the safety ratings and process status of carriers named within the article, including historic or in-progress CVSE interventions, status or activity of the carriers named in the article:
    - Status – Complete
    - Findings: 2 carriers names were already 'in-progress' within the NSC auditing process, 3 carriers have audits pending that are scheduled within the next 3 months, 2 more have triggered audits and are in the process of being scheduled, and the remainder have shown performance that do not require immediate follow up, but are being monitored by regional offices and the NSC program office for on-road performance.
  2. Review of carrier performance in the Lower Mainland in comparison to the other regions of the province:
    - Status – Complete
    - Findings: No new trends or issues that were irregular or not already captured within the existing processes. Geographic, regional and municipal analysis showed the monitoring system in place is correctly assessing which carriers are in most need of attention, and that base location of the carrier was not an influencing factor.
      - While the article focused on Surrey, many of the carriers identified in the article are not based in Surrey.
      - The NSC carrier profile monitoring system is appropriately finding the carriers that need to be identified for further monitoring or action.
  3. Extend formal request to other Canadian jurisdictions for awareness/reporting of any BC carriers with noted issues of non-compliance, crashes or other trends within their jurisdiction:
    - Status – Complete
    - Findings: No additional issues or carriers identified from other Canadian jurisdictions.



4.

s.15; s.16

**PREPARED BY:**

Cole Delisle, Director CVSE

**REVIEWED BY:**

Renée Mounteney, ADM  
Highway Services

**INITIALS**

RM



## BRIEFING NOTE FOR INFORMATION

**DATE:** November 26, 2019  
**PREPARED FOR:** Honourable Claire Trevena, Minister of Transportation and Infrastructure  
**MEETING:** Project Update Briefing – November 26 2019  
**ISSUE:** Belleville Terminal Redevelopment

### SUMMARY:

- **The project team has produced a conceptual design and cost estimate for the project, and continues to work with the operators and other stakeholders to reduce project costs.**
- **Staff continue to work with Partnerships BC** s.12; s.13; s.17  
s.12; s.13; s.17

### BACKGROUND:

s.12; s.13; s.17

s.12; s.13; s.17. The initial project objectives were to provide a modern and consolidated terminal facility that offered a more welcoming gateway to predominantly US-based visitors while replacing the Victoria Clipper's aging wharf facility for health and safety and making incremental improvements to federal customs processing space.

In addition to the safety upgrades to replace the aging facility, the 2019 ratification of the bi-lateral Land, Rail, Marine, and Air Preclearance Agreement (LRMA) between the US and Canada and reciprocal federal legislation regarding border security have since become the key driver for Belleville's redevelopment.

With LRMA's ratification, United States Customs and Border Protection (USCBP) gave all operators until November 1 2019 to provide their written intent to transition to preclearance or post-inspection. All Southern Vancouver Island operators (Washington State Ferries, Clipper, and Black Ball) provided letters supporting a transition to preclearance, including similar support letters from the Ministry and the Town of Sidney; however, all letters caveated their preference with a requirement to complete further due diligence and were subject to accessing capital contributions from other parties (e.g. Province or Federal government).

More background on preclearance is outlined in appendix 1.

### DISCUSSION:

#### Work Completed to Date

s.12; s.13; s.16; s.17





s.12; s.13; s.16; s.17

**FINANCIAL IMPLICATIONS:**

- Capital and Operating Project costs
- Contributions from stakeholders

Attachments: Appendix 1: Preclearance opportunity and impact  
Appendix 2: Belleville mandate alignment and partnership with other ministries

**PREPARED BY:**

Kevin House, Director  
Properties and Land Management Branch

**REVIEWED BY:**

Katie Robb, Executive Director  
Properties and Land Management Branch  
Kevin Volk, Assistant Deputy Minister  
Properties and Land Management Branch

**INITIALS**

KH

KV



Ministry of  
Transportation  
and Infrastructure

## Appendix 1: Preclearance Opportunity and Impact

s.12; s.13; s.16; s.17



Ministry of  
Transportation  
and Infrastructure

CLIFF 290267

s.12; s.13; s.16; s.17

Page 61 of 64 Page 6 of 7 2020-00803



s.12; s.13; s.16; s.17