

August 2014 Legislative Update

JURISDICTION	PARLIAMENT	BILL #	TITLE	GOVERNMENT/MEMBERS BILL	STATUS	EXPLANATORY NOTE
<u>British Columbia</u>	40th Parliament - 2nd Session	Bill 10	<i>Pension Benefits Standards Amendment Act</i>	De Jong (Minister of Finance	Royal Assent - May 29, 2014	The private sector, under this Bill, will have a wider choice of pension plan options, such as jointly sponsored plans and target benefit plans as well as new tools such as solvency reserve accounts. Other changes purportedly seek to reduce administrative costs and enhance members' rights, including benefit security and disclosure of plan information.
		Bill 25	<i>Port Metro Vancouver Container Trucking Services Continuation Act</i>	S. Bond	First Reading, March 24, 2014	This Bill purportedly strives to ensure continuity of service at the Ports in Vancouver. What the legislation basically says is that, despite the labour code, "...after the coming into force of this Act and until the end of the cooling-off period, (a) an employer must not lock out or declare a lockout of any of its employees and must terminate any lockout, (b) Unifor and the employees represented by Unifor must not strike or declare a strike and must terminate any strike," etc. And: "(e) an officer or a representative of Unifor must not in any manner impede or prevent, or attempt to impede or prevent, any person to whom para- graph (b) or (c) applies from complying with either or both of these paragraphs, The cooling-off period proposed by this legislation is 90 days, although section 3 provides that the minister can extend it for two further 30-day periods for a total of not more than 60. So in theory, we could be looking at 150 days of utter uncertainty, with the government hoping a negotiated agreement can be reached during the cooling off period. One clause of the Bill states: "within 72 hours after the coming into force of this Act, the parties must continue or commence to bar- gain collectively in good faith and must make every reasonable effort to conclude collective agreements or renew or revise their last collective agreements."
		Bill M 210	<i>Workplace Accountability Act, 2014</i>	H. Bains	First Reading - April 28, 2014	This Bill ensures that corporate executives and directors are held accountable for cases of negligence causing workplace death or serious injury. This Bill designates a Crown Prosecutor to deal with workplace fatality and serious injury cases. It also emphasizes training in investigating corporate criminal negligence in the event of a serious injury or fatality in a workplace under section 217.1 of the Criminal Code to ensure its proper application for criminal prosecutions. In addition, this Bill requires mandatory police investigations and calls for a specialized prosecution policy for workplace fatality and serious injury cases.

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Bill M 213	<i>Provincial Shipbuilding Act, 2014</i>	C. Trevena	First Reading - May 13, 2014.	The <i>Provincial Shipbuilding Act</i> will require vessels used for public transportation, including ferries, seabusses, school transit boats, as well as vessels used for the public service to be built in Canada. In addition, proposals which provide direct provincial economic benefits will be prioritized. The Act will ensure that technology developed in British Columbia will be used wherever possible if alternative fuel sources are being used. Further, the Act will entrench an Apprenticeship program into British Columbia's shipbuilding industry to guarantee that the Province grows the jobs and the skills needed for a solid industry into the future.
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