

Bill 50: Athletic Commission Act

On May 7th, 2012, the Honourable Ida Chong, Minister of Community, Sport and Cultural Development, introduced Bill 50, known as the Athletic Commissioner Act. If passed, the bill would provide for the establishment of a provincial athletic commissioner to regulate and supervise professional boxing, kickboxing and other similar sporting events, including mixed martial arts. The key duties of the provincial commissioner would be to ensure consistent application of safety rules for participants in professional contests through a uniform licensing and permitting framework. Compliance with the proposed act and regulations would be through the use of suspension or cancellation of licenses and event permits as well as administrative penalties.

Currently, the Community Charter and Vancouver Charter provide for the establishment of local athletic commissions to authorize public events. At least nine local governments have athletic commissions in place. If the Province establishes an athletic commissioner, both the Community Charter and Vancouver Charter will be amended to remove the authority to create local athletic commissions.

Bill 52: Motor Vehicle Amendment Act (No.2)

On May 7th, Bill 52: Motor Vehicle Amendment Act (No.2), was tabled by the Honourable

Shirley Bond, Justice Minister and Attorney General. The bill proposes a new approach to driving-related tickets. If passed, the proposed legislation would create an administrative review process that would allow those issued a driving sanction under the *Motor Vehicle Act* to pay or dispute the matter on-line. It would also permit electronic ticketing, by replacing written citations with electronic ones generated at the roadside by new devices mounted in police vehicles. Amendments to the *Motor Vehicle Act* have the potential to deal with traffic offences that currently may be disputed in court, such as speeding, texting while driving, and disobeying a traffic signal. The proposed changes are designed to increase efficiencies in the processing of tickets and disputes, and as such, hold the potential to impact local government traffic fine revenue.

The bill is designed to support the October 3, 2011, throne speech commitment to bring forward legislation to create a streamlined process for traffic-fine violations that resolves disputes and frees up court time. The Province estimates that the proposed changes would free up 10 judicial justices for other work, 22 court services registry administration staff to address other priority registry work, and relieve 34 to 68 enforcement officers from attending traffic court.

Bill 51: South Coast British Columbia Transportation Authority Amendment Act

The Honourable Blair Lekstrom, Minister of Transportation, tabled Bill 51: South Coast British Columbia Transportation Authority Amendment Act, on May 7th. The bill seeks to amend the *South Coast British Columbia Transportation Authority Act* and provide consequential amendments to the *Motor Vehicle Act*. The bill includes governance amendments to address concerns raised by the Mayors' Council on Regional Transportation and the public, as well as strengthen the role of local government in TransLink planning and decision-making processes.

Of specific interest to local governments, Bill 51 will:

- establish a requirement for periodic performance audits of TransLink
- extend the submission date for TransLink's base plans from Aug. 1 to Nov. 1.
- add the director of Electoral Area "A" from the Greater Vancouver Regional District to the Mayors' Council
- add two seats on TransLink's board for the chair and vice chair of the Mayors' Council.

The bill also includes amendments to address fare evasion on public transit. If passed, TransLink will have the authority to set fine amounts, collect the fines and keep the revenues. Drivers with unpaid fines, both past and future, will be unable to renew their licence

and registration, while TransLink may make use of collection agencies and will also be able to refuse transit service until fines are paid. The Mayors' Council will also be responsible for making changes to the bylaw as the transit system evolves, including new fare evasion rules to accommodate fare gates and Smartcards.

Bill 47: Coastal Ferry Amendment Act

In addition, the Minister of Transportation introduced Bill 47, which amends the *Coastal Ferry Act*. The amendments are required to respond to the recommendations contained in the independent B.C. Ferry Commissioner's report, presented to the Province in January of this year. The principles of the Act are being amended to ensure that the primary role of the B.C. Ferry Commissioner is to balance the interests of ferry users, the interests of taxpayers and the financial sustainability of ferry operators.

The amendments will provide the Ferry Commissioner with additional tools and discretion to ensure the sustainability of the ferry system. In particular, the Ferry Commissioner will: have greater discretion when setting price caps, allowing cross subsidization between routes; be able to approve major capital expenditures; conduct routine performance reviews; request ferry operators to prepare plans, review policies, conduct public consultations; and use measures, other than fare increases, to respond to extraordinary situations. To support the proposed legislation, the Province announced additional funding of \$79.5 million over the next four years.