



Red Tape Reduction

... AND MORE SUCCESSES

CHALLENGE	SOLUTION	RESULTS
Smaller companies said the level of service offered to smaller firms needed improvement, such as offering safety programs tailored for their size.	Workplace Health, Safety and Compensation Commission accepted recommendations and developed an enhanced safety communication plan for smaller workplaces.	The communication plan directed the creation of a prevention product to help small businesses develop a customized health and safety program to protect their workers from injuries and occupational disease.
Forest industry business owners wanted to be able to give their input, before the final proclamation of the <i>Transportation of Primary Forest Products Act</i> , to ensure their interests were being met.	Consultation took place with industry marketing boards and other stakeholders in the forest industry before the Act was proclaimed and enacted.	In response to this consultation, industry agreed to use Transportation Certificates, as outlined in the Act, to transport primary forest products in New Brunswick as of April 1, 2002. Communication has improved through the distribution of information packages to stakeholders.
Business owners suggested that government marketing initiatives be more inclusive for small organizations.	Government ensured that new marketing activities, such as trade missions, be communicated to small businesses, with the aid of government partners in the various communities.	Other efforts to increase communication to small businesses included the hiring of a Trade Team New Brunswick (TTNB) coordinator for TTNB government partners, a TTNB workshop with all Community Economic Development Agencies (CEDA) staff, and the development of a TTNB web site (www.ttnb.ca) who's content will reflect industry feedback. Regular contact is maintained with CEDAs to review trade programs and services.
Tour bus operators who operate with a valid permit expressed concern about the fine structure that penalizes operators who don't have a valid permit.	The fine for operating a tour bus without a valid permit was increased.	Ensures a level playing field, in keeping with the fines in neighboring jurisdictions.

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Businesses said improvement was needed in the financial assistance process including: ongoing communication with applicants, the establishment of reasonable timelines and the standardization of information requirements.	Government and enterprise agencies worked to improve the process for delivering financial assistance to businesses.	Improved communication from government with respect to what information is needed when developing proper business plans. Enhanced evaluation and tracking methods for application process timelines. The process for standardizing documents is underway.
Business owners didn't understand why they had to pay a transfer tax, when they wished to transfer ownership of a property they own to a company they own.	Amendments were made to the <i>Real Property Transfer Tax Act</i> .	Persons who transfer property from themselves to a company they own no longer have to pay the transfer tax.
Businesses reported that both provincial and federal requirements for financial records were inconsistent.	Various legislative amendments outlining the time requirements for maintaining financial records received Royal Assent on December 20, 2002.	Businesses no longer have to maintain financial records for unlimited periods of time which has saved them time, effort and money.
The tourism industry recommended that a working group of representatives be established to ensure that Provincial signage programs consider urban as well as rural areas.	On April 4, 2001, new commercial highway sign regulations were announced following extensive consultation with industry representatives.	Commercial Highway signage regulations have resulted in consistent messaging on highways. Industry and government have coordinated the release of a revised edition of the highway advertising information kit.
The construction industry told us it was costly for them to pay yearly licenses for vehicles they use only a few months of the year.	It was determined that it was feasible to offer partial year licenses for the construction industry and that the necessary legislative amendment will be changed accordingly.	The legislative amendment process has begun.

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Contractors voiced concerns over how government handled change-order disputes for the construction industry.	It was agreed that a simple but functional alternate dispute resolution process already existed. This dispute resolution process should be maintained and monitored, with improvements made as required.	The present process allows both parties to sit together to negotiate a resolution, saving both parties considerable dollars in legal fees.
Construction companies told us that an increasing number of last minute addenda to original plans and specifications for government construction projects results in costly last minute re-estimates. Government suggested that a rule be established to close tenders 48 hours after the last Addendum.	Rather than establish a rule, government agreed with industry to extend tender openings when appropriate.	This consideration provides a more inclusive tender closing process.
The business community suggested there be a meeting of government representatives, the design community, and contractors to address ways of improving the quality of design plans for building projects.	Recommendations were developed to improve specifications.	Industry and government working groups address issues related to rising costs and untimely delays.
The construction industry said it found that sometimes government departments divided jobs, to avoid the tendering process, which was unfair to a highly competitive industry.	A formal reminder was sent to hospital corporations stating they must comply with their obligations under the <i>Crown Construction Contracts Act</i> and its General Regulation 82-109 and tender contracts where required.	Regional Health Authorities use tendering services from the Central Tendering Branch for construction projects estimated over \$40,000. Regional Health Authorities invite three local contractors by using their in-house purchasing/tendering/ departments for smaller construction projects valued under \$40,000. This meets all requirements under the <i>Crown Construction Contracts Act</i> and its General Regulation 82-109.

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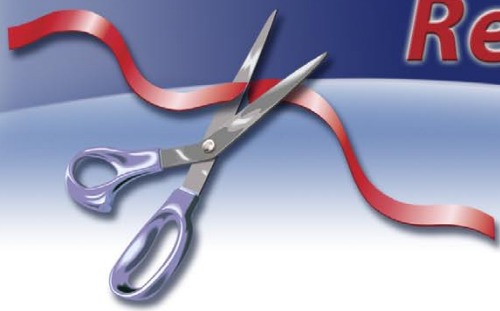


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The construction industry requested that government change the timing of the Capital Budget to allow more time for tenders and planning procedures.	Since 2000, the Capital Budget has been tabled annually in the fall rather than in the spring.	Facilitates the start of the construction work early in the construction season, allowing the construction industry to make the most out of their season.
The lack of construction safety training in New Brunswick (NB) meant that NB construction workers could not get the safety certifications required to allow them to work outside New Brunswick during slow times.	Government introduced changes to the legislation to fund the Construction Safety Training Association. The New Brunswick Construction Safety Association offers worker safety training in various courses.	Since 2002 over 11,500 Safety Passports have been issued to individual workers certifying them to work on projects outside of New Brunswick. Companies are now able to meet the new safety standards for bidding on provincial, municipal and federal government projects.
Food vendors requested that Food Service Establishment licenses be made more flexible to accommodate the size of the operation.	Regulations were proposed to reflect the size of the operation in the licensing procedures, while respecting cleanliness and health standards, and will be part of the <i>Health Act</i> .	Regulations are in the legislative review process.
The restaurant industry was concerned about the process that required them to deliver a copy of their liquor license to the liquor store after they had applied for, paid for, and received their license.	The Department of Public Safety moved to a system that automatically forwards an electronic confirmation of the license to NB Liquor, instead of requiring the vendor to take a paper copy to the store.	The streamlining of this process results in time and money savings by liquor licensees and government.

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Liquor licensees told us they didn't have flexible payment options for purchases.	NB Liquor reviewed the feasibility of an alternate payment method and a credit card payment option was introduced.	Since May 10, 2001, licensed establishments in New Brunswick have been able to pay for their purchases using credit cards (in addition to all previous payment options).
Agricultural producers asked us why we only allowed two farm truck registrations per farmer, when other jurisdictions do not impose a limit.	Regulations were amended.	Farmers can now register up to 12 vehicles as farm trucks.
<p>The agricultural industry requested that an industry specific red tape review be conducted.</p> <p>Concurrently, farmers were telling us that annual farm truck registrations put them at a competitive disadvantage, as the fees were much higher than operators in other jurisdictions.</p>	An Agriculture Red Tape Review was conducted with input from agricultural stakeholders, which included a review of registration fees in an effort to bring them in line with neighbouring jurisdictions.	<p>The Agriculture Red Tape Review grouped issues into six categories and recommendations were made. The majority of these recommendations have now been completed.</p> <p>Farm truck registration fees have been examined, but are still under consideration.</p>

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