

# Ministry of Transportation

## Workshop Notes and Presentation Slides

<b>Meeting Information</b>			
<b>Project Name</b>	Integrated Registry Project	<b>Meeting Date</b>	Feb. 24, 2002
<b>Meeting Location</b>	3 <sup>rd</sup> floor, 940 Blanshard	<b>Meeting Time</b>	9:00 pm
<b>Meeting Called by</b>	Brendan Feary, Fujitsu Consulting Inc.	<b>Meeting Duration</b>	4 hours
<b>In Attendance</b>			
<b>Fujitsu Consulting</b> <ul style="list-style-type: none"> <li>■ Robert Barrand</li> <li>■ Brendan Feary</li> </ul>		<b>Ministry of Transportation</b> <ul style="list-style-type: none"> <li>■ Mike Kent, Engineering Branch</li> <li>■ John Shaw, Properties and Business Management</li> <li>■ Deborah Miller, Properties and Business Management</li> <li>■ Greg Mertton, Properties Acquisitions</li> <li>■ Richard Dixon, Manager of Information Management, Hwy Planning</li> <li>■ Henny Marshal, Info Systems Branch</li> <li>■ Bob Buckingham, Info Systems Branch</li> <li>■ Rob Buchanan, Engineering Branch</li> <li>■ Jim Hester, Director – Highway Planning</li> </ul>	
<b>Ministry of Sustainable Resource Management</b> <ul style="list-style-type: none"> <li>■ Dave Chater, Registries Department</li> <li>■ Drew Richie, Integrated Registry Project</li> </ul>			
<b>Limekiln Group</b> <ul style="list-style-type: none"> <li>■ Brian O’Flynn</li> </ul>			
<b>Ministry of Transportation</b> <ul style="list-style-type: none"> <li>■ Phil Christie, Partnerships</li> <li>■ Lee Dodds, Development Approvals</li> <li>■ Ian Donaldson, ISB</li> </ul>			

## 1. Background / Context

The impetus for this workshop came as a result of a November 2002 Integrated Registry project update meeting between ADM Allison Bond of the Registries and Resource Information Division (MSRM) and ADM Kathie Miller of MOT. As a result of this meeting it was determined that the Integrated Registry Project had overlooked the apparent significant business interests of MOT with the Integrated Registry. It was decided to obtain MOT’s input to the project from its varied and diversified business areas and incorporate that information in the ongoing planning for the project.

## 2. Introductions

Jim Hester opened the workshop by explaining that this was the first meeting on this topic and that a large cross-section of representatives from transportation had been brought together to contribute to the further development of the registry.. He laid the foundation for the discussion by posing some opening questions on behalf of the participants:

- Should the Ministry of Transportation be involved? At what levels? What are the needs of the Ministry of Transportation end users?

- What are the risks and benefits?
- What are the costs & cost avoidance vs. savings?

### 3. Introduction - Dave Chater

- Discussed the context of the Integrated Registry Project in relation to the overall structure of the Registries Department within SRM. The Integrated Registry Project is being managed through a Project Management Office approach within the department.
- Progress to date includes completion of high level a concept plan or development plan undertaken as an internal exercise within SRM. In November 2002, following completion of the development plan, a client/stakeholder driven Business Strategy/transition plan was completed to describe the project direction for integrating registries. The Deputy Minister's Committee for Natural Resources and the Economy has now approved this strategy as of December 2002.
- Explained that this is not a technology project but rather a business and integration project.
- Introduction of Brendan Feary from Fujitsu Consulting.

### 4. Integrated Registry Project –Brendan Feary

Brendan Feary presented the following material in a slide presentation (see Section 7 for copies of the slides).

At the conclusion of the slide presentation Brendan advised that the registry would be deployed in six geographic increments with each increment taking 4-6 months to complete. The overall plan is expected to be completed by fiscal year 06/07

### 5. Ministry of Transport Comments and Questions

The following section contains the comments and questions from the participants. Where questions were asked and responses given those responses appear in **bold** lettering.

- Will Aboriginal land claims and interests included in the Integrated Registry? **Yes, for the purpose of this discussion.**
- Does this registry capture information to satisfy the Ministry of Transportation? **We will require a better understanding of Ministry of Transportation requirements required before this can be answered comprehensively.**
- Will the Integrated Registry include municipal parcel, interest information and zoning information? **Municipal parcel data (private parcels) is being captured by ICIS and will be part of the cadastral fabric however some municipal zoning and encumbrance information may not be but this should be confirmed.**
- How would the Ministry of Transportation interact with the registry in Highway development? **There are a variety of ways in which land information becomes important. Highway Planning takes place in 3 main phases: 1) Land acquisitions, 2) Highway development, 3) land disposal / permit issuance. The Ministry of Transportation identifies the interests and land uses, encumbrances, protected areas during the planning stages. Staff currently looks at environmental interests, forest interests and other interests data sets to achieve this. There is currently no**

**means to register the environmental enhancements and other enhancements performed by the Ministry of Transportation to the properties.**

- There is no registration (in land titles system) of land that has been transferred to LWBC, WLAP, Protected lands, Crown lands or others. This process is cumbersome, complicated and lengthy.
- Ministry of Transportation has the authority to approve subdivisions outside of incorporated areas and as such has access to business applications outside the Ministry for the purposes of subdivision approval, which currently requires Ministry staff to be granted access and training in several applications. This requires staff to use 10-15 databases to provide a comprehensive information set.
- Some lands remain in Ministry of Transportation ownership, but are managed by other stakeholders such as LWBC, WLAP, Ducks Unlimited or others. The Ministry does not register these management rights on the title and in many cases a title does not exist. In some of these areas, the boundaries are not well defined and thus can't be registered without a full survey.
- It was noted that the registry would not record the resources on the land (i.e. how many grizzly bears exist in the area) however; the registry would show if a protected area exists such as park. Other databases could / would hold the resource information.
- Would the registry hold information on flood plain areas or other risks by legal description? **Only those areas with legal interest descriptions or acts would be recorded. We still need further work to clarify what is meant by and the scope of 'legal' interests in land and resources.**
- How would the aboriginal land claims be recorded, as there is no "legal" description of the claim or encumbrances? **As the courts award aboriginal title, the interests would be included in the land titles system. Throughout the land claims review process, the land may be included as part of the application process.**
- Can legal interests be created without registration in the LTO, such as parks and roads, which can be specific exclusions from title through section 107 of the LTA? **Yes, it is possible to create interests and register those interests under other statutes that would not necessarily be registered in the LTO.**
- Mortgages can be obtained when an interest is legally registered in the LTO and title is given. This is a key point of information, as many organizations require legal title to land in order to raise capital and develop the land. This is one of the key benefits of the Torrens/LTO system over other forms of recording interests.
- Where does a crown reserve fit in the registry? – E.g. Where the crown has an interest in a parcel, and the parcel is spatially defined or surveyed (e.g. partnerships exist with private companies where gravel reserves would be shared by the ministry and its partners). **These are currently held in the Tantalus and would be included as registered interests in the integrated registry.**
- How do you want information from Ministry of Transportation? It was suggested that the Ministry of Transportation can be a user of the registry to access information from other agencies, however, as a contributor, the ministry would have to change their business process and create digital data. This would cost millions of dollars and the ministry would not be able to comply if this is required by a specific date. Ministry of Transportation does not have a strong spatial data management capability.

- Concerns were voiced regarding deadlines and timeframes as resources have been reduced. Some want the data ASAP but others can't afford to get the data available.
- Information that can be contributed by the Ministry of Transportation:
  1. Provincial highway network. Can the provincial highway system be registered, as it is mostly a right of way against other interests? If you don't register a highway network (i.e. the land corridors containing the road/highway system), how can you register anything against it? This is currently (mostly) not in the land title registry.
  2. Ministry of Transportation is responsible for managing tenure/dispositions inside the highway right-of-way. Ministry of Transportation could register offset interests, such as gravel pits, that are not in the land title registry, but are within their right-of-way corridors. There may be a Ministry of Transportation requirement for an internal registry for their own internal administrative purposes.
- Potential problems:
  1. Problems occur when leases or interests are issued against an existing right of way. Rights of way are ill defined.
  2. Private corridors and protected corridors are not registered (e.g. Galloping Goose). When private parcels are intersected by a corridor, the private parcel is registered, not the corridor. The ministry can't register title on a subsection of land or legally issue leases /licenses / permits if the right of way is not registered. Informal agreements exist with neighboring landowners to manage the land.
  3. What happens when a portion of the right of way is deemed as redundant and is sold-off? **The land is surveyed, registered and titled.**
  4. Efforts are underway to establish a firm inventory of the highways and land that is owned by the province/ministry which will include:
    - Improvements: roads, ditches, culverts, etc.
    - Rights of ways, does exist and has improvements
    - Corridor lands –may exist, not yet utilized
    - Also network and related physical assets that are not land-oriented will be captured in other Ministry applications such as RIMS, etc. This work has been ad hoc depending on availability of funding and is not a program or project.
  5. What causes most of the difficulty are the offsets – any established area other than the road and improvements that stay in the procession of the Ministry. These areas are often managed or operated by others.
- The Ministry of Transportation needs to know land ownership, land use interest, existing resources along and outside their corridor, environmental, forestry, mining, contaminated sites, and archaeology sites.
- There exist the possibility of a right of way to be permitted on or across the Ministry of Transportation right of way (Hydro lines, pipelines, gas lines, etc.). In those cases the Ministry issues a permit but the interest is not usually titled or registered. Occasionally these are titled (e.g. Overhead walkways between two private lands, underground parking lots that are private.)
- The “self service approach” would give private individuals access to most of the provincial information and hence would necessitate that all of the information in the registry be maintained in order to ensure completeness and accuracy. This “self

service approach” also raises other issues such as privacy, confidentiality, risk and liability.

- Ministry of Transportation has undergone major reductions in resources used to answer status questions from the public and no longer has the capability to provide public statusing.
- The Ministry of Transportation is interested in being a user of the registry, but does not have the mechanism or resources to provide information as input to the registry. As a result the following options should be considered:
  - Are there smaller sets of defined areas that could be created as input?
  - Are there sets of defined areas that could be prioritized to create input to the registry?
  - Not take part in the registry at all.
- The costs and benefits of these and other options will have to be analyzed. Currently, the Ministry of Transportation uses consultants to determine land-use status.
- The Ministry of Transportation does not have the maturity in some areas (spatial) to contribute significantly. The integrated registry could store historical information on the “section 4 roads” (Gazetted roads) for which there is an estimated 20 000+ km in the province. There used to be funding to organize and store this information within the Ministry however that funding is no longer available. The lack of this information is not currently a problem but may become a larger problem over time. Some regions have put a lot of effort to identifying the section 4 roads but other have not. There is a larger portion of Section 4 roads in the northern part of the province.
- Are there currently significant changes that could affect the use of land registry? **Yes, privatization is currently taking place, the Ministry is no longer doing certain tasks such as road maintenance and management of lands, and delivery of new highways is undertaken through partnerships and contracting. The Ministry of Transportation is creating a land information system internally to keep track of the usage of the land along their corridors and rights of ways, whether these are permitted uses or not.**
- The Land Information Systems (LIS and PAIMS) are oriented to tracking acquisition and disposition of land. This is time consuming and costly since this involves looking at a number of data sets in order to analyze the existing tenures and interests on or along corridors. One concern is that these are internal operational systems and may have data that is not appropriate or necessary for sharing with the public through the integrated registry. In short, freedom of information and privacy issues will need to be assessed and monitored if this information is to be shared.
- What constitutes a legal interest? **A legal interest is created where there is a legal permit, lease, or license covered by act or statute.**
- Are utility rights a legal interest? **Yes.**
- Would it not be easier to move other land interests to the Land Titles system rather than creating a whole new registry?
- Would ICIS be an input body to the registry? **The integrated parcel fabric being produced by ICIS will form the key spatial bases for the registry but specific roles and responsibilities not fully defined. ICIS will need an operational environment of their own to manage the parcel fabric.**

- Wouldn't it be easier to use crown land registration data to convert to a parcel-based system?
- Were rights of way thought of from crown land or private land perspectives? **Both. But mostly applies to crown. For transportation, this would also include licenses and permits. (slide # 8)**
- What do you do when a right of way passes through a large parcel of crown land since some of these are not documented or have "unperfected titles" i.e. Some highways and roadways that have not been surveyed? **These would have to be surveyed and documented.** This applies to a number of trails and highways (Gazetted highways under Section 4 of the Highway Act) pre 1911 that have not been surveyed. This often comes to the surface when land uses change.
- **How many of these Section 4 titles come up each year?** There are no accurate figures as only those owners that have land use changes are recorded and not the neighboring properties, it likely totals over 1000 per year. Pre 1979, a land title did not have to be registered. Over 6000 km. of roads in the interior have not been surveyed and there are no estimates for northern roads but this does not include roads within municipalities. Land that has become a highway has been excluded from the title and thus no longer can add interests and permits against it. There is nowhere to record this, as there is no title.
- Are Aboriginal claims considered in within the scope of 'legal interests'? **For the purpose of this discussion it would be beneficial to include these within the scope, and later exclude them if necessary.**
- Are we pursuing the appropriate legal changes to make the registry a reality? **Yes.**
- What about municipal land-use planning? Having it in the registry would assist Ministry of Transportation significantly (e.g. Zoning).

## 6. Conclusions and Recommendations

The Ministry will follow up by reviewing this information and determine how it should be engaged in the development of the integrated register.

Jim Hester expressed concern about the Ministry's ability to participate due to shortages of staff and expertise and suggested that there may be a need to perform individual business cases to determine the benefits of including certain datasets in the registry.

It was noted that the Integrated Registry would actually be incomplete if the Ministry of Transportation information is omitted since the Ministry of Transportation is major provincial 'landowner' responsible for managing significant numbers of land parcels.

## 7. Presentation Slides

The following slides were used for the Workshop.



MINISTRY OF SUSTAINABLE  
RESOURCE MANAGEMENT

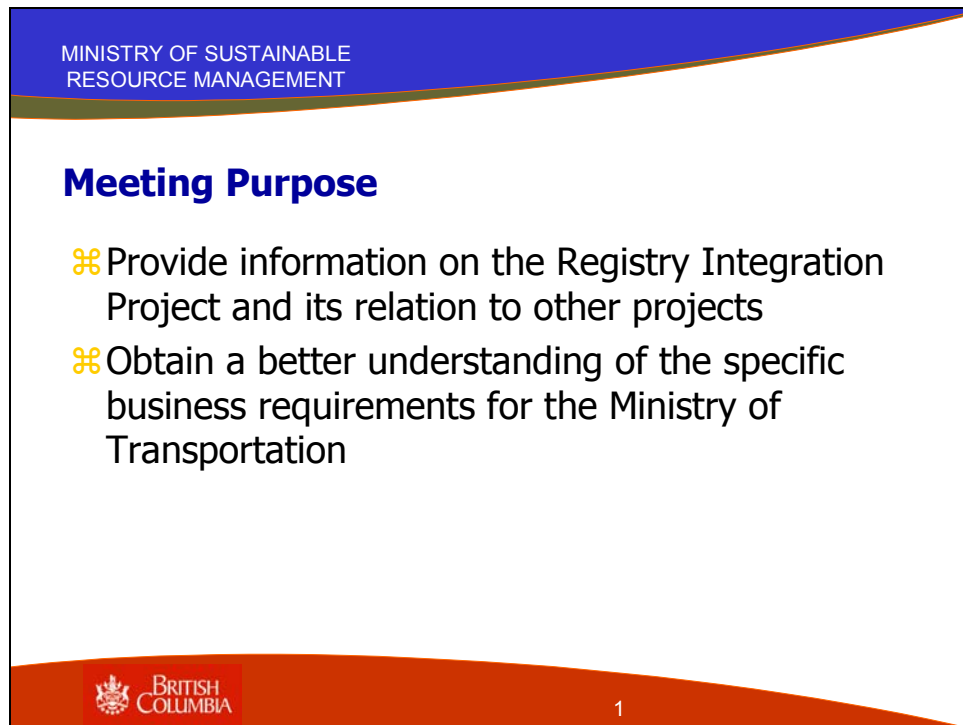
**Integrated Registry Project**

*Ministry of Transportation Workshop*

February 24, 2003

 BRITISH  
COLUMBIA


This slide features a blue header with the text 'MINISTRY OF SUSTAINABLE RESOURCE MANAGEMENT'. The main content is centered on a white background, displaying the title 'Integrated Registry Project' in bold red font, followed by 'Ministry of Transportation Workshop' in blue italicized font. The date 'February 24, 2003' is centered below. The footer is a red curved shape containing the British Columbia logo and the text 'BRITISH COLUMBIA'.



MINISTRY OF SUSTAINABLE  
RESOURCE MANAGEMENT

**Meeting Purpose**

- ⌘ Provide information on the Registry Integration Project and its relation to other projects
- ⌘ Obtain a better understanding of the specific business requirements for the Ministry of Transportation

 BRITISH  
COLUMBIA

1

This slide features a blue header with the text 'MINISTRY OF SUSTAINABLE RESOURCE MANAGEMENT'. The main content is centered on a white background, displaying the title 'Meeting Purpose' in bold blue font. Below the title are two bullet points, each preceded by a yellow double-asterisk symbol (⌘). The first bullet point is 'Provide information on the Registry Integration Project and its relation to other projects' and the second is 'Obtain a better understanding of the specific business requirements for the Ministry of Transportation'. The footer is a red curved shape containing the British Columbia logo and the text 'BRITISH COLUMBIA', with the number '1' centered to the right.

## Why an Integrated Registry

- To streamline how government conducts land and resource business
- To encourage and expand investment in British Columbia

## The Vision

- *...a spatially enabled, accurate, efficient and accessible electronic register of all legal interests in Crown and private land and resources, that serves the business needs of a diversity of users and clients.*

## Project Background

### Integrated Registry Project

- ? To do extensive internal and external consultation and develop a Business Strategy and Implementation Plan

### Business Strategy and Implementation Plan

- ? Completed November 2002

### Current work underway

- ? Data Quality Assessment
- ? Business Case
- ? Consultation with Ministries and Stakeholders

### Future

- ? Treasury Board Approval (March 2003)
- ? Construction and Deployment (Commence 2003/04)



## Integrated Registry Findings

1. One point of access to registry information.
2. Accurate and timely land and resource statusing.
3. Shift in how government registers interests.
4. Partner ministry accountability for crown land and resource allocation decisions.

## Changing How We Do Business to Meet Needs

### Transaction Based



- Many ways to record transactions
- No standards for recording transactions
- Difficult and time consuming
- Expensive
- Not accurate
- Impedes economic development

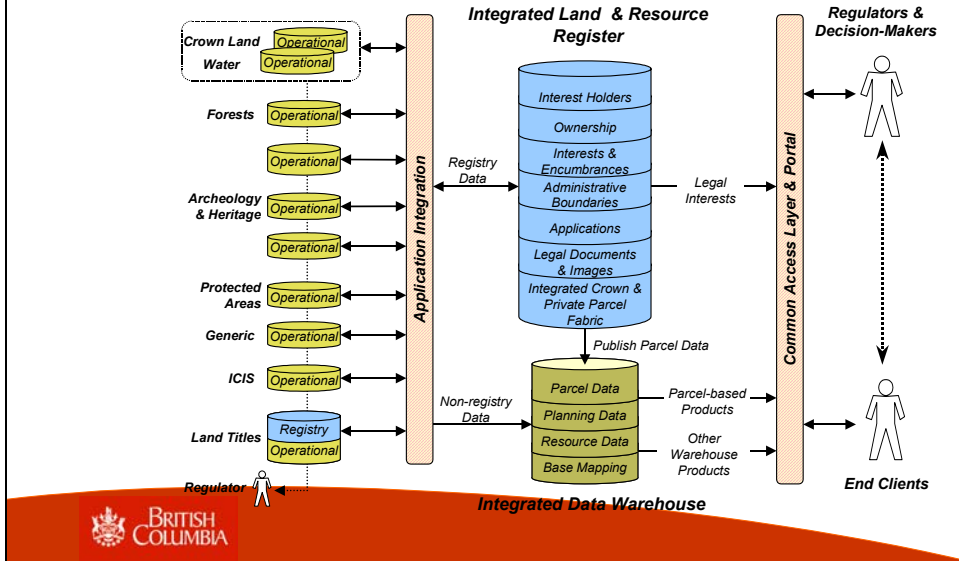
Transition  
Process

### Interest Based

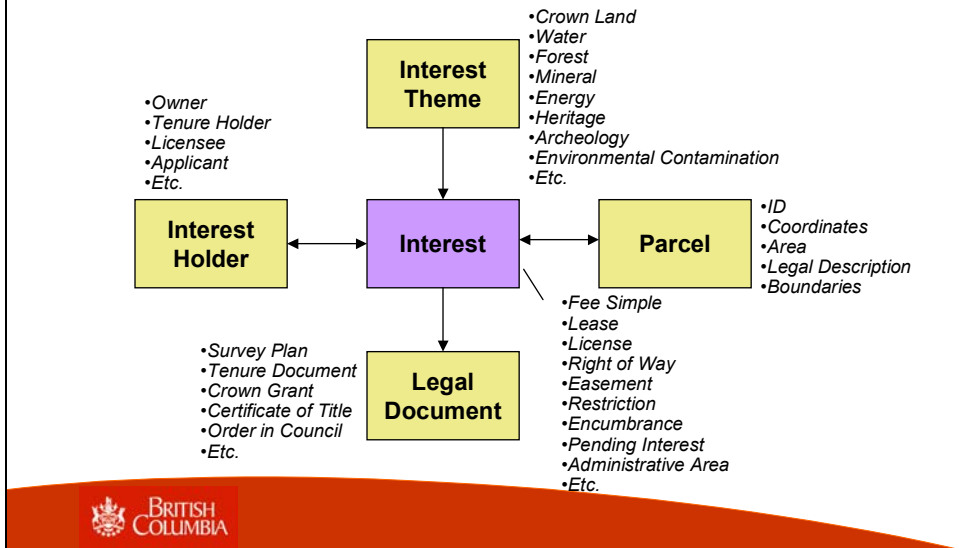


- One way to record
- Standards based
- Simple
- Inexpensive
- Accurate
- Expedient

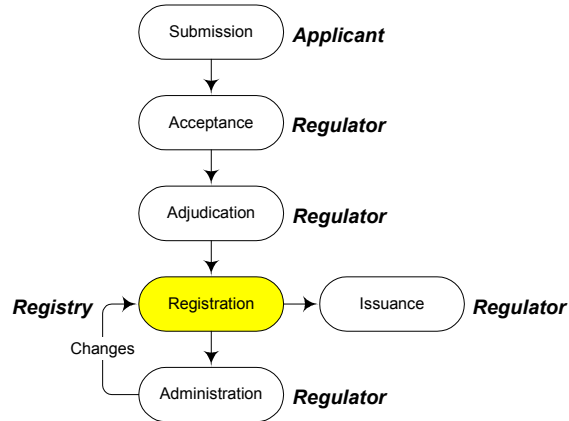
## The Model



## Core Registry Data Components



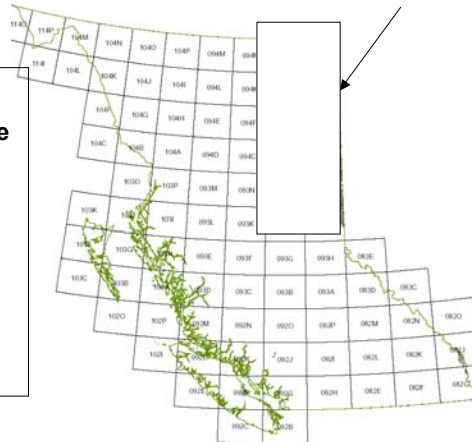
# Regulator & Registry Roles



## Deployment Strategy

- **Why?**
  - Fewer data discrepancies to solve
- **Results**
  - Fully operational 2004
  - Support economic development
  - Greatest work reduction to gov't
  - Lessons learned expedite balance of deployment strategy

### Deploy the Registry in the Northeast (Increment #1)



## Key Benefits

- System costs rationalized and reduced
- Data issues resolved
- Substantial improvement in service levels
- BC a leader in establishing investment in resource based development

## Meet Government Targets For 2004/05

- Integrated register operational in increment No.1 area
- Support economic development focus.
- Support business transformation initiatives in most Ministries.
- Compatible with "E" portal and "E" government initiatives
- Create opportunities for partnerships



## Ministry of Transportation Input

- How would you interact with the Registry in the Highway development process and the subdivision review and approval process?
  - As a user of registry data
  - As a contributor
- What are your current business or systems initiatives that will be affected by the Registry?
  - LIS, PAIMS
- Are there any planned business changes that could affect your use of the land registry?
  - What are the dates associated with these changes?

