

# CCMTA

## news

Newsletter of the Canadian Council of Motor Transport Administrators

## New President's message

Road safety is a critical national issue: traffic collisions cost Canadians up to \$25 billion every year in direct and associated health costs.

For the past decade I have been privileged to represent Transport Canada on various CCMTA initiatives. This experience has taught me that the CCMTA can be a national mechanism of vital importance.

We have set ourselves a collective, ambitious course – to have the safest roads in the world. *Road Safety Vision 2010* is the amalgam of programs that Ministers have endorsed to help us get there. To do this, we need the con-



Transport Canada's Derek Sweet is CCMTA's President for 2004-2005.

certed help and encouragement of all of our partners in Canada, indeed across North America – enforcement, health, academia, engineering, social sciences, manufacturing, motor carriers, interest groups – to name but a few. CCMTA provides a unique and unifying forum for bringing these many and varied interests together.

CCMTA faces a number of challenges. One of our opportunities is to become even more open, transparent, and consultative. Concurrently, we need to advance important motor carrier, driver and vehicle as well as research and policy files. Ultimately, we are all striving for the same goal: to make our roads safer for Canadians.

I am very proud to take on that challenge and to serve as your president for the next year. That I am the first federal representative to do so makes the honour even greater. I very much look forward to working with all of you.

The theme for our Annual Meeting next year will be **"CAPITALizing on our Vision"**. Please plan to come to Ottawa and join us from May 15th to 19th, 2005. The meeting will provide a unique opportunity to discuss issues and refine strategies to help us achieve our ambitious goal: The Safest Roads in the World.

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### Cargo Securement set for January 2005 implementation

Cross-Canada implementation of the new National Safety Code Cargo Securement Standard is on track for January 1, 2005.

The final regulatory text, consistent with the final U.S. rule on cargo securement which came into effect on January 4 of this year, represents the culmination of some ten years of work by Canadian and U.S. officials from both government and industry under the North American Cargo Securement Project.

The standard was approved by the Council of

*Continued on page 6*

## Upbeat inspectors... and drivers

**Once again this year, Operation Roadcheck was conducted in early June (8, 9, 10) throughout North America.**

This well-publicized event is a joint effort by many entities, namely the ministries responsible for transportation in the jurisdictions, the Commercial Vehicle Safety Alliance and the Canadian Council of Motor Transport Administrators.

Results from this year's operation were overall positive, with approximately 78% of vehicles passing the rigorous inspection. Some 21.7% of vehicles were placed out of service, as were approximately 3% of drivers, although in many cases drivers were able to make the necessary adjustments on site and continue on their trip.

CCMTA was invited to witness inspectors at work. The chosen station was located in Lancaster, Eastern Ontario, just a few kilometres from the Quebec border. On the first morning of the blitz, Ontario Ministry of Transport staff were in good spirits... and so were the drivers whose vehicles were randomly selected for a CVSA Level I inspection. This particular highway is one of the main corridors between Montreal and major cities across Ontario, explained MTO shift leader for the day, Reina Lyons.

Asked which violations her staff encounter, Ms. Lyons replied they are

mechanical in nature but that some drivers still have a long way to go in learning how to maintain appropriate documentation. Hence, while CCMTA sat as an observer, inspector Robert Sprague explained logbook procedures for hours of service to two different drivers.

On the mechanical front, one driver was charged for having a mud flap just barely hanging on to his cab. The driver had to have the repairs performed on the spot before he was authorized to continue.

Inspector Charles Russell, assigned to the CCMTA observer for the day, was smiling broadly upon placing a yellow CVSA sticker on a truck. "Most drivers are great," he confided, "especially today since they expect Roadcheck. It is well advertised."

### On the ball

Robert Sprague, a former businessman and shop teacher, commented on the industry's awareness. "Companies are on the ball with safety. If they are losing time because their drivers or trucks are not moving, it just doesn't make economic sense. They know their trucks are their advertising and they have to keep them in good shape."

Inspectors agreed the modern trucker



is well versed in safety and economic considerations. "Drivers are better educated", commented inspector Sprague. "They are professionals and they conduct themselves in a professional way when they are pulled in here. Their trucks are also a different piece of machinery (than before)."

In serious instances, MTO officers may have to actually pull the plates off a truck. Often, the carrier has the choice of having the truck inspected as per Ontario standards or having it towed to one of his terminals. Under no circumstances will the faulty truck be driven to a next destination.

How do commercial drivers react to having their trucks and papers inspected? Usually quite well. The vast majority recognizes the inspectors have a job to do. To which inspector Sprague added with a big grin: "Well, we certainly don't expect a hug from them..."



**Photos from left to right. Shift leader Reina Lyons discusses a file with Robert Sprague. Saint-Casimir, Quebec driver Martin Côté listens to Charles Russell's explanations. Travis McMunn at work. Charles Russell distributes some CVSA literature (a special word to encourage more seat belt use) to this Michigan-bound driver. Who says drivers and inspectors don't get along?**

## CCMTA: it's all of us

A funny thing happened while CCMTA was reviewing its business operations. When asked to give their opinion as part of the survey or when chatting with Secretariat staff, some members mentioned their comments were not meant to downplay CCMTA's Secretariat performance. No offence taken. Remember: CCMTA is all of us.

The Canadian Council of Motor Transport Administrators' origins can be traced back to 1940, when the four Western provinces decided to tackle common-interest issues relating to regulating motorized transport, an ever-growing segment of activity. In 1954, the Canadian Parliament enacted the *Motor Vehicle Transportation Act*. All jurisdictions were later on board, with Transport Canada eventually becoming a full member. CCMTA has had a Secretariat since 1975, and the organization was formally incorporated in 1987.

CCMTA comprises government and associate members. These individuals, whether they are appointed by their jurisdictional superiors or they agree to join as associates, are the ones who collectively create guidelines and terms of reference in order to create new laws and standards for all forms of highway transport in Canada. The Secretariat is charged with coordinating projects and initiatives to facilitate the process. We, as a whole, make up CCMTA.

**To read Shercon Associates Inc.'s *Review of Stakeholder Relations, Decision Making and Reporting*, go to [www.ccmta.ca](http://www.ccmta.ca) and click "Report Centre" within the *Publications and Reports* section.**

## CCMTA reviews its operations

The CCMTA Review, which was mandated in December 2003 in order to improve the association's decision making process, its responsiveness and effectiveness, was presented to the Board during the Annual Meeting in Quebec City, last May.

Dr. Sheridan was on hand to deliver his report, and presented the Board with an array of conclusions, insights and recommendations on CCMTA business practices, our relations with associates and industry stakeholders and the organization's overall decision making process.

Mr. Sheridan conducted a wide survey through his firm, Shercon Associates Inc., in the spring. Respondents were



**Dr. David Sheridan, of Shercon Associates Inc., conducted the review for CCMTA.**

asked to answer a questionnaire.

### **16 recommendations**

In a far-reaching decision, CCMTA Board members decided to accept all 16 of Shercon Associates' recommendations.

Thus, the organization will continue to adhere to its open door policy. As has been one of the interim measures leading to the report, members will be able

to request a face-to-face meeting with standing committee representatives on a pressing subject if discussion cannot wait until the regular meeting dates. Also, all CCMTA Board meetings will from now on be open to stakeholders and associates.

### **Key reporting points**

- CCMTA strategic priorities will be reviewed and refreshed. CCMTA will continue to use its strategic plan and annual business plan for setting the priorities and monitor progress.
- The CCMTA Board will monitor each of the standing committees' output, namely for outcome measures and timelines being respected.
- CCMTA will issue a "report card" of how projects are implemented in jurisdictions.
- A facilitation techniques course will be offered to committee chairs.
- CCMTA meetings will be conducted using a code of conduct.
- Decisions at CCMTA standing committee meetings will be adopted by consensus rather than a vote.
- CCMTA face-to-face Board meetings will be conducted in open sessions.
- On request, individual stakeholders will be able to meet face-to-face with standing committee representatives.
- Regulated stakeholders will be able to meet with standing committee members as needed, and where appropriate, in advance of other consultations.
- Stakeholder input will be further solicited through an expanded consultation mechanism.

## Excellent turnout in Quebec City!



**Sunday opening ceremony with CCMTA outgoing President Johanne St-Cyr. Inset are SAAQ President and CEO Jacques Brind'Amour (left) and Quebec Transport Minister Yvon Marcoux (right).**



**It had been more than 20 years since the Canadian Council of Motor Transport Administrators had held its Annual Meeting in Quebec.**

*La Belle Province* had been anticipating this return and it greeted CCMTA delegates in style. Quebec City, in no small part thanks to SAAQ's excellent host team, made for a terrific venue.

### **Partnership!**

During Sunday's opening ceremony, *Société de l'assurance automobile du Québec* President and CEO Jacques Brind'Amour reminded delegates that Quebec had seen a 65% drop in fatalities between SAAQ's inception in 1978 and 2003. He added partnerships such as the ones struck with CCMTA, CVSA and AAMVA are an essential tool in continuing the work to improve road safety.

At Tuesday's Provincial Banquet,

Quebec Minister of Transport Yvon Marcoux elaborated on Mr. Brind'Amour's statistics and added the two main challenges Quebec is faced with are drinking and driving and speeding.

During the course of the evening, delegates recognized a few of their motor transport colleagues (*see next page*) and enjoyed the evening's special show, SMM Productions' *Le Voyage enchanté*.

**CCMTA's next Annual Meeting, hosted by Transport Canada, will be held in Ottawa May 15 to 19, 2005. Make plans to attend now!**

## 2004 Annual Meeting Sponsors

### **PLATINUM**

- De La Rue Identity Systems
- Digimarc ID Systems
- R. L. Polk Canada, Inc.
- U-Haul Canada

### **GOLD**

- 3M Canada Company
- CN
- Datacard Group
- EDS Canada Inc.
- Experian Automotive
- Giesecke & Devrient

### **SILVER**

- Canadian Bank Note Company Limited
- Canadian Vehicle Manufacturers' Association
- CarProof.com / LienQuest.com
- Registrar of Imported Vehicles (AdminServ - a Livingston Company)

### **BRONZE**

- 730 Permit Services Inc.
- American Association of Motor Vehicle Administrators
- Association of International Automobile Manufacturers of Canada
- Canadian Recreational Vehicle Association
- Canadian Transportation Equipment Association
- Carfax
- Dave Marson Independent Trucker - Marson Enterprises Inc.
- Greyhound Canada
- Guardian Interlock Systems Corp.
- Identity Systems Group Inc.
- Insurance Bureau of Canada
- Intelli-Check, Inc.
- J. J. Keller and Associates, Inc.
- Petroleum Services Association of Canada
- Recreation Vehicle Dealers' Association of Canada
- Unisys Canada Inc.
- War Amputations of Canada
- Zebra Card Printer Solutions

**More photos on the CCMTA Web site at [www.ccmta.ca](http://www.ccmta.ca)**

## Big night for award recipients!



CCMTA's 2004 Annual Meeting became a banner year at least in two respects.

Firstly, a record number of exhibitors and sponsors participated to make this event memorable for delegates. CCMTA thanks them. See sidebar on the previous page for the names of this year's sponsors.

Secondly, the Provincial Banquet was memorable for a group of CCMTA government members, associates and collaborators. They were recognized by outgoing President Johanne St-Cyr for their contribution to the Council. Below is the list of recipients.



PHOTO: courtesy Arnold Machtinger

**Sophie-Marie Martel, her fellow interpreters and musicians wowed the delegates with *Le Voyage enchanté*, during the Provincial Banquet.**

**Left column, top to bottom**

1. Carolyn Burggraaf, for her two-year tenure as D&V Chair. 2. Geoff Ewing, for his two-year tenure as RSRP Chair. 3. The RCMP's André Lemaire and the Registrar of Imported Vehicles' Gary Moriarty (photo 4) received the associate member awards. 5. Alberta Transportation's Roger Clarke received the government member's award.

**Right column, top to bottom**

6. AAMVA's Vivienne Cameron was recognized for her involvement in CCMTA initiatives through the years. 7. Manitoba's Terry Erskine received an award for his work on the Third-Party Auditor Program. 8. The RCMP's Robert Moyes received an award for his work in adapting AAMVA's FDRT Manual and training course to Canadian specifications. He shares this award with ICBC's Mike Nusche and Mel Carter. Chris Boxall (fourth from left) accepted the award on their behalf. Next to him is CCMTA Director of Programs Audrey Henderson. 9. AAMVA's President and CEO Linda Lewis accepted an award for Brett Robinson, in recognition of his work on AAMVA's FDRT Manual.

## "Canada Day" a success at Houston forum

Work on security initiatives in conjunction with AAMVA, including topics such as fraudulent documents, CDLC review, driver licence and document security and residency and legal issues, has been continuing throughout 2004.

Among these initiatives was a comprehensive security forum in Houston, Texas. On February 29, CCMTA and AAMVA held a "Canada Day" within the forum in which the Canadian working groups reported their progress and explained the impacts of the U.S. initiatives on Canadian jurisdictions.



**Presenters and group members enjoyed some Texas hospitality after "Canada Day" with a few American friends.**

The session, hosted by CCMTA president Johanne St-Cyr and facilitated by past president Gary Walsh attracted more than a hundred industry and government representatives. Harmonization and standardization on items such as document security and driver licence practices were noted as key elements in developing an effective security strategy. It is anticipated recommendations from these items, co-ordinated by an oversight committee – a special committee of the CCMTA Board – will be forwarded to the Council of Deputy Ministers in September 2004.

## Cargo Securement

(continued from page 1)

Deputy Ministers on April 27, 2004 with a recommended effective implementation date of January 1, 2005, a time frame which will enable jurisdictions to provide suitable training for both enforcement personnel and industry stakeholders, allow industry time to prepare for the new rule, and provide jurisdictions with the required lead time to enact provincial legislation.

The Council of Ministers' seal of approval is expected over the next few weeks through letter ballot.

The new text is posted on the CCMTA Web site at [www.ccmta.ca](http://www.ccmta.ca), under "Publications".

### D&V in short...

#### 14 m recreational vehicles

In April 2004, the Council of Deputy Ministers approved a change to the national standards for vehicle weights and dimensions to allow RV's to up to 14 metres and directed CCMTA to address driver licensing issues. In May, D&V agreed not to change the licensing classification at this time, but to form an ad-hoc working group of government and industry representatives to develop educational materials.

#### Foreign Driver Licence Exchange

A number of changes will be coming into effect following work by the project group led by Rob Fleming from ON and approvals by D&V and the Board. The guidelines used by jurisdictions when negotiating with other countries have been expanded from the original 1998 ones, which placed an emphasis on licensing and testing standards, to now include numerous initiatives related to security and identification such as the verification of acceptable

documents for proof of identity. (See [www.ccmta.ca](http://www.ccmta.ca) under the "FAQ" section.)

#### Recycled air bags

In May 2004, the Board approved, subject to legal review, a detailed set of national guidelines for those jurisdictions that wish to allow the *recycling of undeployed air bag modules*. In May 2002, recommendations were approved by the CCMTA Board to ban the *rebuilding of air bags*, and to allow the *recycling of undeployed air bags* only where sufficient, stringent controls are in place to ensure their safe and correct installation. The project group, led by Mark Francis of BC, will remain on an ad-hoc basis to monitor and address the development of restraint system emerging technologies as they relate to the recycling of components.

The **New Vehicle Information Statement (NVIS) Project Group** led

by Rob Fleming (ON) and Harold Blaney (QC) has been carrying out a review of the NVIS form and related issues, including a detailed survey of each jurisdiction with respect to their individual policies and practices. In September 2004, a special government / industry consultation session is planned in which industry requirements will also be reviewed. With this information from both government and industry, the group will then explore a number of opportunities for an improved form and business upgraded practices.

#### Aging Driver

A joint meeting of the Aging Driver Task Force and the Driver Fitness Standards Review Project Group was held in April 2004 to review items of common interest. The group is planning a dedicated area on [www.ccmta.ca](http://www.ccmta.ca) on aging driver issues and evaluating a second Aging Driver Workshop in 2005.

## Police forces team up for World Health Day

**Wednesday, April 7<sup>th</sup>, 2004. A normal, partly cloudy day in Ottawa. A few dozen police officers had gathered next to Parliament's centennial flame with three police cruisers. Many people never even knew this particular day was World Health Day.**

### A global snapshot

The World Health Organization (WHO) decided this year's World Health Day theme was going to be "Road Safety is No Accident". This marked the first time this international organization tackled a road safety subject.

According to statistics, some 140,000 persons are injured all over the world on public roads... on a daily basis. Of this number 3,000 die of their injuries while 15,000 will remain handicapped for life. The sheer number of global road accident fatal injuries is even more staggering: no less than 1.2 million people are killed yearly. The World Health Organization predicts that if the trend continues, there will be a 60% increase in fatal and serious injuries from road accidents by year 2020.

### The Canadian perspective

Canadian Association of Chiefs of Police (CACP) Traffic Committee Chair Maurice Pilon acknowledged the



**Sûreté du Québec Inspector Robert Poëti was among many police officials who gathered on Parliament Hill, in Ottawa, to support the *Road Safety Is No Accident* campaign, on World Health Day, this past April.**

international numbers and he concurred road safety has been a largely neglected health issue. He called on the governments and the private sector to work closely on solutions. He stressed Canadians must take responsibility and reach effective partnerships, whether it be in seat belt campaigns or safer road design and that police forces must also share in these solutions. He did note that fatal and serious road injuries in Canada went down by almost half since they reached their peak in the 1970s, despite a sizeable increase in the country's population and mobility. But Canada "still has a

long way to go", he emphasized, in light of the 2,900 Canadians who are killed on roads each year. Of this number, one victim in five is a vulnerable road user (pedestrian, motorcycle or bicycle rider).

Mr. Pilon, who in everyday life is Deputy Commissioner with the Ontario Provincial Police (O.P.P.), reiterated his support for national initiatives such as CCMTA's *Road Safety*

*Vision* (RSV) 2010. Police officers receive packages from CACP, this information being sent from sources such as Transport Canada or CCMTA.

### Magic wand...

Sûreté du Québec Inspector Robert Poëti, who belongs to his own force's Road Safety division and sits on the CACP Traffic Committee, was also on hand. He stressed the need for safety initiatives, but added Canadians, as a society, need to realize they are losing loved ones at a young age because of their tolerance to speeding.

"If I was to take a magic wand and announce that all deaths in (my home province of) Quebec were to happen on the same day in any given year we would see over 1,100 people die on that very day. And 221 of those deaths would occur during road collisions. There would be an uproar. Yet, we downplay road fatalities because they are so spread out over the year. Citizens also tend to accept and to value speed... and vehicles are designed to meet this performance goal. While vehicles are becoming safer with seat belt or air bag design, speeding is still accepted. We need to really question ourselves as to the easier access to vehicles (financing, legal driving age) that our young ones have. Our new generation is dying (on the roads)."

## NORP recommends new model of legislative provisions for motor vehicle occupants

After a lengthy examination and input from child safety advocates, the National Occupant Restraint Program (NORP) Task Force tabled a new model of legislative provisions for motor vehicle occupants at the May 2004 CCMTA Annual Meeting which was approved by the CCMTA Board of Directors. This work supports NORP's efforts to achieve and/or maintain a 95% seat belt wearing rate by vehicle occupants and proper use of child restraints by 2010.

While the 1997 NORP model of *Recommended Legal and Regulatory Provisions for Young Passenger Restraint Systems* is steeped in legal language, the new model is meant to serve as a guide for jurisdictions to implement provisions for optimum passenger protection and determine their own legal language for their respective laws. The universal adoption of legislation that simplifies and clarifies the laws reduces the chances for misuse and non-use of seat belts and child safety seats.

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## In the jurisdictions

### 10-year look-back window, single plates and radar detector ban in SK

Saskatchewan is planning to amend its legislation to increase the "look-back" window for defining multiple convictions from five years to ten years. The national *Strategy to Reduce Impaired Driving* (STRID 2010) recommends this very point. Other jurisdictions have done just that already. This change will toughen Saskatchewan's drinking and driving laws and increase its deterrence effect.

Saskatchewan has moved to a single licence plate to the back of vehicles. Amendments to the *Vehicle Administration Act* were introduced in the Saskatchewan legislature on May 4, 2004 which will save motorists an estimated \$370,000 a year. SGI is issuing a single plate only on transactions requiring a new plate. On existing registrations, customers will have the choice to remove their existing front plate, or leave it on. Design remains the same.

Out with the radar detectors. Amendments to the *Highway Traffic Act* (HTA) were introduced in the Saskatchewan legislature in May 2004 which, if passed, will allow SGI to outlaw radar detectors in heavy commercial vehicles. Radar detectors are seen as only a means to assist drivers in exceeding the speed limit. Commercial

vehicles can take twice as long to stop as smaller vehicles at highway speeds.

### Alberta reviews traffic safety

Alberta is well aware of its commitment to *Road Safety Vision 2010*. Its government has undertaken an independent traffic safety review and named an ex-RCMP Assistant Commissioner to carry it through.

Don McDermid, formerly K-Division Assistant Commissioner was to present his findings to Alberta Transportation Minister Ed Stelmach in June. Mr. McDermid's mandate was to evaluate traffic safety in the province and to work with key stakeholders to coordinate strategies, set goals and allocate resources to traffic safety issues in order to reduce the number of fatalities and injuries on Alberta roadways.

Alberta Transportation is expected to consider the recommendations over the summer and prepare its response and action plan in the fall.

### Joke on the fly

*Campers:  
nature's way of feeding  
mosquitoes...*

## Manitoba Driving and Licencing Division moves to MPI

It had been rumoured for over a decade and Premier Gary Doer announced it in his provincial budget.

The Driver and Licencing Division within the Ministry of Transportation and Government Services will be transferred under Manitoba Public Insurance's umbrella as a distinct department in a transition taking a year or more.

Driver and vehicle licensing functions, including issuing licences and keeping records and managing driver examinations will be performed by the relocated division. The government will retain responsibility for engineering and operations, transportation policy, regulation and the cost of several independent boards.

The objective is to improve customer service, better coordinate road safety initiatives and reduce costs, namely by enhancing the existing Manitoba Public Insurance information system rather than rebuilding.

## More news from CRA...

### Further progress on trip inspection

Work continues on trip inspection requirements for commercial vehicles, and the issue was on the agenda of the CRA Committee in May. Following approval of requirements applying to straight trucks, tractors and standard trailers last fall (*please see Winter issue of CCMTA News*), the Project Group has now approved the inspection protocol for high-side buses, which was ratified by both CRA and the Board at the Annual Meeting in Quebec City. The group is tasked with proposing options for the daily

trip inspection of motor coaches and other low clearance vehicles where safety and accessibility issues make undercarriage inspection difficult. The original draft standard for motor coaches proposed a combination of standard daily inspection and scheduled in-shop undercarriage inspections every 30 days or 12,000 km. Part of the group's mandate includes exploring in-cab brake stroke indicator technologies. The group is led by PE's Wilfred MacDonald. The approved sections of the standard are posted in the "Publications" section of the CCMTA Web site.

### Work continues on vehicle inspection

After a busy spring, the Project Group on Commercial Vehicle Inspections has now completed its draft review of NSC Standard 11 governing periodic inspections (PMVI) and maintenance requirements applying to commercial trucks, trailers and buses. Work will pick up again over the course of the summer and fall to wrap up loose ends, confirm a number of specific requirements

*Continued on page 10*

## In the jurisdictions

### Tougher fines proposed, expanded medical review mandate, in MB

The Government of Manitoba has introduced legislation which would impose stiffer fines to drivers under certain conditions.

Under the proposed legislation, drivers caught speeding in an identified construction zone where workers are present would have to

### Manitoba introduces power-assisted bicycle legislation

Manitoba has introduced legislation to establish rules for allowing power-assisted bicycles.

The provincial government has amended its *Highway Traffic Act* to reflect the rules it has established for this new class of vehicle.

The new regulations are modeled along CCMTA's best practices guide for such transportation. Any person aged 14 and over would be allowed to operate such a cycle providing they wear a protective helmet and follow the rules of the road meant for regular bicycles.



Electronic bicycles such as this E-Bike, which former D&V Chair Carolyn Burggraaf saw in Ottawa in October 2003, could eventually be allowed in Manitoba.

pay an additional \$5 per excess kilometre an hour. All drivers who do not slow down or switch lanes when passing a stopped emergency vehicle (police, firemen or ambulance) would be fined. Railway crossings close to intersections have also come under scrutiny. Drivers would not be allowed to stop their vehicle on them while obeying traffic signals at said intersection.

Under the auspices of its expanded medical review mandate, physically disabled persons will be able to appeal the denial of a parking permit.

### ON focuses on information transfer

Ontario has changed the method of delivering driver records for automobile insurance underwriting purposes since April 1<sup>st</sup>, 2004.

The *Driver Record Licensing Agreement* has made it possible for Ontario to transfer records to its industry partner, The Insurance Bureau of Canada (IBC). Insurance companies, brokers, adjusters and driver record resellers now have access to more robust and enhanced on-line and batch services through the IBC.

The insurance industry has recently completed and signed revised Authorized Requester Applications, including agreements to protect confidential driver information and personal privacy.

## Committee News

### Hours of Service regulation development drawing to a close

Following approval of the split sleeper berth provision for single drivers this past winter, CCMTA members and industry partners are now getting set for imminent *Canada Gazette Part II* publication of the final federal Hours of Service Regulations. A Transport Canada briefing was provided to the CRA Committee at the May meeting in Quebec City, and federal/provincial/territorial government officials are now reviewing and fine tuning the final draft in preparation for the *Canada Gazette Part II*.

While government officials are committed to lock-step cross-Canada implementation, the final implementation date has not been set as of yet. A postponement to January 1, 2005 has been discussed, however that date itself may prove problematic given the narrow timetable to implement mirror provincial legislation and deliver appropriate training to enforcement staff. A final decision is expected over the summer months. Meanwhile work on the interpretation guide is set to resume shortly upon publication of the final rule, with intended input from the enforcement community and industry stakeholders. Please check the CCMTA Web site for developments...

### CRA members recognized by FMCSA

A few people were recognized during CCMTA's Annual Meeting in Quebec City for their work in developing the North American cargo securement training package. The U.S. Federal Motor Carrier Safety Administration's Milt Schmidt presented plaques on behalf of Administrator Annette Sandberg to Jim Bedingfield (Alberta Transportation), John Pearson (CCMTA),

Graham Cooper (Canadian Trucking Alliance), Guy Desrosiers (Quebec *ministère des Transports*) and Ron Covelto (Ontario Ministry of Transportation). The objective was to develop a training package that would ensure uniform and consistent cargo securement training would be available to anyone needing the training throughout North America.

## Working group to assess readiness for safety rating

Meeting in May at the Annual Meeting, the Standing Committee on Compliance and Regulatory Affairs recommended and the Board approved terms of reference for an independent assessment of the effectiveness and consistency of all Canadian jurisdictions' safety rating regimes in preparation for the proclamation of the *Motor Vehicle Transport Act* (MVTA) and accompanying Motor Carrier Safety Fitness Certificate Regulations on January 1, 2005.

A new Working Group on Safety Ratings, headed by Rob Kroeker of BC, has been created to oversee the review and consider ongoing legal and administrative issues that may arise as part of implementation.

Canadian jurisdictions have been

working towards the January 1, 2005 proclamation of the amended MVTA and Safety Fitness Regulations for the past several years. Under the new federal law, Gazetted under Part I on May 3, 2003 and based on the National Safety Code Safety Rating Standard approved by the Councils of Deputy Ministers and Ministers in September 2002, provinces and territories will monitor the safety performance of all extraprovincial motor carriers licensed in their jurisdiction. Monitoring is to be achieved by maintaining a complete safety compliance profile of each motor carrier using input from all jurisdictions in which those carriers operate, and issue a rating accordingly.

The review is expected to determine the extent to which the provinces'

and territories' safety rating systems are consistent with the prescribed standard and the degree to which the regime is able to consistently rate carriers across jurisdictions. A consultant has now been retained, work is underway and a report is expected in the later part of August in time for a full CCMTA briefing to the Councils of DM's and Ministers in September.

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### More news from CRA

(continued from page 8)

dealing with air brakes and a few other issues, and finalize new sections on timber/pole trailers, refrigeration/heater units and compliance label verification. At the Annual Meeting in May, the Board approved an extension of the group's mandate to May 2005 to finalize the update, assist the Secretariat with pre-production issues and allow the group to assess the need for further review into a number of emerging vehicle system technologies.

The standard appears in CCMTA's manual *Commercial Vehicle Inspections in Canada*, last published in the spring of 2001. The group is chaired by NU's Tom Bragard.

### NORP model of legislative provisions

(continued from page 7)

The underlying rationale is that everyone being transported in a motor vehicle is restrained according to his/her size and developmental abilities. All recommended provisions apply the rationale that the driver assumes full responsibility for everyone in the vehicle under the age of sixteen, and ensures they are correctly restrained; that children under eight years and 37 kg are too small for vehicle seat belts as they are currently designed, and require child passenger restraint systems according to their size and developmental abilities; and that passengers over the age of sixteen assume that responsibility for themselves, with appropriate sanctions for non-compliance.

NORP also recognizes the technology of occupant restraint and air bag systems are evolving and there may be advances that indicate the need for changes to the

provisions. It is also noted that children's restraint system manufacturers occasionally change the weight, height and design parameters of their products and product use instructions. Consequently, references to specific products or size ranges for products have been omitted from the provisions.

As stated in the NORP 2010 Strategy, "effective legislation helps provide the foundation for behaviour change and for setting the standards and expectations which guide enforcement and education."

Child safety advocates who participated in the fall 2003 NORP Booster Seat Provision Survey will be advised of the new model legislative provisions. It is also posted on the CCMTA's Web site under "What's New".

### D&V in short... (from page 6)

#### CDLC

Dennis Nelson, Chair of the CDLC project group, reported in May 2004 that work is progressing on revisions to the *Canadian Driver Licence Compact* (CDLC) which will culminate in a new agreement – the *Canadian Driver Licence Agreement* (CLDA). The CLDA will incorporate new features and act as an implementation tool for the proposed new driver licence/identification (DL/ID) security initiatives.

## People

Many changes within RSRP. ICBC's **Jean Wilson** now chairs this standing committee, while **Brian Jonah** (Transport Canada) is vice chair. MTO's **Sue Lo** will now act as the ON representative. Department of Transportation's **Blair Barbour** will now sit on RSRP as the NT representative.

Changes also in another CCMTA standing committee, D&V. Alberta Transportation's **Mitch Fuhr** takes over as chair. **Rob Fleming** (MTO) becomes vice chair. **Susan McCracken** (NB Dept. of Public Security) takes over from **Michel Daigle**, who has transferred to RSRP. Service Nova Scotia and Municipal Relations' **Crystal Rafuse** is now a D&V member.

Within CRA, **Alain Turcotte**, formerly with the *Commission des transports du Québec*, is now at the *Société de l'assurance automobile du Québec* and replaces René Desaulniers at the meetings.

**David Simailak** is NU's Minister of Economic Development and Transportation, after elections in the spring. His Deputy Minister is **Alex Campbell**.

CCMTA is saddened by the sudden passing of associate member **Bob Evans**, Executive Director at Canadians for Responsible and Safe Highways (CRASH), July 10, 2004.

On the federal front, **Jean Lapierre** was appointed Minister of Transport.

A familiar face heads SGI. **Jon Schubert** returned as President to the company after a five-year absence. He worked there for 23 years in various areas before leaving to do consulting work.

## CCMTA Welcomes New Members

Mr. Charles Bergeron, Director of Government Relations  
Canadian Wireless Telecommunications Association

Mrs. Brigitte Corbeil  
VP and Executive Director  
Groupement des assureurs automobiles

Mr. Jim MacMillan  
Manager Fleet Services  
BC Hydro

Mr. Sean McAlister  
Principal  
ORCA Transportation Safety Group

Ms. Jeanne McHardy  
Consultant  
Nunavut Motor Vehicles

Mr. Matt Patton  
Allegheny Industrial Associates

Ms. Joanne Ritchie  
Executive Director  
Owner Operators Business Association of Canada (OBAC)

Mr. Todd Stephenson  
Business Development Manager  
Carmanah Technologies Inc.

Mr. Doug Thompson  
Deputy Administrator, Division of Motor Vehicles  
Wisconsin Department of Transportation

Mr. Mark N. Van Allen CITT  
Vehicle Licence Coordinator, Vehicle Administration  
Federal Express Canada Ltd.

Mr. William Weber  
Cambridge Systematics

Mr. David Wells  
Director of Government Relations  
AssureTec Systems, Inc.

## IRE Corner



The Secretariat has successfully developed and implemented the Problem VIN Pointer File node onto IRE. The pointer file itself will be an index of all branded vehicles within Canada and will point to the specific jurisdiction that reported the brand and where detailed information can be obtained. This will facilitate the on-line checking for brands when registering an out-of-province vehicle as a single inquiry and will determine if the vehicle has been reported as a non-repairable, salvage or rebuilt vehicle anywhere else in Canada.

As part of Pointer File node, the Secretariat is maintaining a stolen vehicle file with data obtained daily from the Canadian Police Information Centre (CPIC). In addition, there is also a database of all vehicles imported from the U.S. using data supplied daily by the Registrar of Imported Vehicles (RIV). The RIV database contains detailed case information, vehicle inspection status and brand information. Together, the three files that comprise the Pointer File node provide a comprehensive index of vehicles that fall under CCMTA's

Stolen and Wrecked Vehicle Monitoring Program.

The Secretariat is also working with AAMVA to connect IRE to the National Motor Vehicle Titling System (NMVTIS) in the United States. Such a connection will allow for a Canadian jurisdiction to perform VIN checks against stolen and brand files in the U.S. which will better support anti-Auto Theft and anti-fraud initiatives within CCMTA and AAMVA.

A feasibility and impact analysis is currently underway to allow IRE access to the nine smaller Canadian jurisdictions by CPIC. Although CCMTA and CPIC have looked at this requirement in the past, technology at the time did not allow some jurisdictions or IRE to process the anticipated volumes effectively.

However, with the upgrading of network infrastructure, and increased on-line processing capacity in some jurisdictions the increased volumes are not likely to have any significant impact on the network.

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## Calendar of Events

**AAMVA Region III Conference**  
Indianapolis, Indiana  
July 7 - 11

**AAMVA Region I Conference**  
Toronto, Canada  
July 15 - 20, 2004

**North American Inspectors'  
Championship (NAIC)**  
Salt Lake City, Utah  
August 16 - 22, 2004

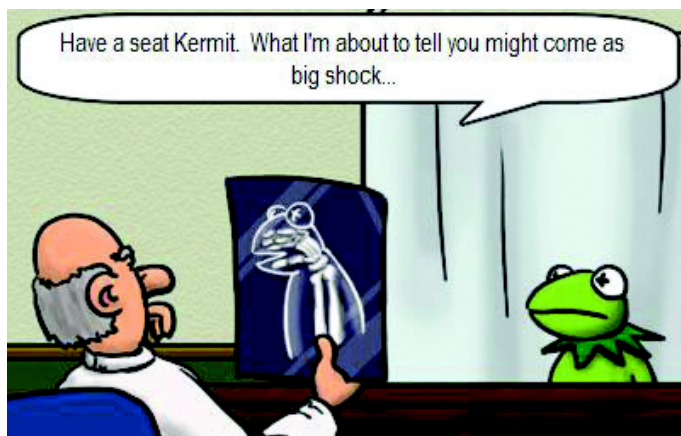
**AAMVA Annual International  
Conference**  
Bismarck, North Dakota  
August 22 - 26, 2004

**Operation Air Brake**  
September 1st, 2004

**CCMTA Standing Committees  
Fall Meetings**  
Ottawa, Canada  
November 1 - 4, 2004

**CCMTA Board of Directors**  
Ottawa, Canada  
December 6 - 8, 2004

## Chuckles Corner



A police officer in a small town stopped a motorist who was speeding down Main Street.

"But officer," the man began, "I can explain." "Just be quiet," snapped the officer. "I'm going to let you cool your heels in jail until the chief gets back." "But, officer, I just wanted to say..." "And I said to keep quiet! You're going to jail!"

A few hours later the officer looked in on his prisoner and said, "Lucky for you that the chief is at his daughter's wedding. He'll be in a good mood when he gets back." "Don't count on it," answered the fellow in the cell. "I'm the groom."

## OUR MISSION

**The Canadian Council of  
Motor Transport  
Administrators is a non-profit  
association of senior officials  
from federal, provincial and  
territorial departments and  
agencies responsible for the  
administration, regulation  
and control of motor vehicle  
transportation and  
highway safety.  
Its strategic goals are:**

- ◆ to oversee the successful realization of *Road Safety Vision 2010*;
- ◆ to enhance and improve transportation security in areas within our mandate;
- ◆ to develop national strategies and programs for road safety;
- ◆ to develop and share information on road safety factors;
- ◆ to develop and propose rules, policies and harmonized standards to governments;
- ◆ to share information and customer service strategies with regard to new communication technologies;
- ◆ to provide associate members and partners with reliable, complete and up-to-date information; and
- ◆ to operate and maintain a data exchange network.