

# CCMTA

## news

Newsletter of the Canadian Council of Motor Transport Administrators

### Road Safety Vision 2010 mid-mandate review

## Wake-up call for CCMTA members and stakeholders

Anticipation was in the air on the first day of CCMTA's Annual Meeting in Edmonton as delegates, exhibitors and other stakeholders gathered in Crowne Plaza Chateau Lacombe's Salon A to hear the Canadian Traffic Safety Institute's recommendations after examining the progress towards the national Road Safety Vision 2010, now at the mid-point mark.



CTSI's Eric Howard and Mavis Johnson field questions at the end of the review while RSRP Chair Brian Jonah looks on.

The Canadian Traffic Safety Institute was hired a number of months ago to examine what had been accomplished so far in the present Road Safety Vision 2010 term, but more to the point what needs to be done in order to reach the overall objectives by the year 2010. Institute President Mavis Johnson and Australian expert Eric Howard held brainstorming sessions in Ottawa and organized a focus group in Toronto, in November 2006. Their findings formed the basis for their formal report.

Ms. Johnson reported the responsibility for road safety is fragmented among various departments in certain jurisdictions. She admitted data collection is "a huge issue".

"For instance, we have positive feedback in graduated licensing but it doesn't show on the roads." To the consultant, jurisdictions have to make better use of technology to gather accurate

data and "have to make road safety a health issue."

"We have to get a message through to the public," added review co-author Eric Howard, "and we haven't seen enough of that." He gave the example of an Australian road safety campaign reminding users that when the speed limit was lowered to 40 mph, victims were more likely to survive a crash. The public reaction? "They said: why didn't you tell us?"

#### Recommendations

Johnson's and Howard's recommendations were outlined with both researchers calling for better legislation, a parliamentary committee of inquiry into drinking and driving, low-level offence sanctions and progressive sanctions, some of which would be for repeat offenders. Penalties would greatly benefit from a tiered approach. In enforcing the law, both Johnson and Howard suggest an expansion of resources and a record-keeping of low-level offences.

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## Banner year for CCMTA!

CCMTA's Annual Meeting in Edmonton this year was remarkable in a couple of ways. First, a record number of delegates were in attendance, with more than 300 for the first time ever. Secondly, a record number of sponsors and exhibitors participated, making this the largest event in CCMTA's history.

Also helping to make the event a great success were the hard working Alberta volunteers, who numbered more than 30 and took all the necessary steps to ensure delegates enjoyed their stay in the City of Champions. Many thanks to all.

CCMTA standing committee and Board business sessions also resulted in progress on a number of important road safety initiatives which are featured elsewhere in this newsletter.

### Mid-mandate review

One of the noteworthy events during the 2007 edition was the Road Safety Vision 2010 mid-mandate review. Before an attentive audience, consultants Mavis Johnson and Eric Howard of the Canadian Traffic Safety Institute offered a few key findings after having spent a few months studying the state of CCMTA's national road safety strategy. (cover page)

### Canada Road Safety Week

As they have been doing since the 2005 CCMTA Annual Meeting in Ottawa, police forces seized the opportunity to



**President Shaun Hammond welcomed all delegates, companions and exhibitors during the opening ceremony.**

bring the safety message home before a captive audience. Many police representatives were assembled in front of the Crowne Plaza Chateau Lacombe hotel at the onset of the event, which also marks the beginning of the Canada Road Safety Week. (see page 6)

CCMTA thanks everyone involved with the 2007 event. And thank you all delegates, exhibitors and sponsors for your post-meeting comments as we plan the 2008 edition in St. John's, Newfoundland and Labrador, from May 11<sup>th</sup> to 15<sup>th</sup>. Don't miss it!

## Thank you sponsors!

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- War Amputations of Canada
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## Improved CCMTA website enhances D&V projects

One goal of the new CCMTA website, launched in the fall of 2006, was to provide better service and more information to both government, associate members and the general public. Two projects benefitting from this action are the *Partial Electronic NVIS Project* and *Foreign Driver Licence Reciprocity*.

### Partial electronic NVIS standard

The CCMTA Board approved the *Partial Electronic NVIS Standard* in December 2006, and the following month the standard and supporting documentation for implementation were placed on [www.ccmta.ca](http://www.ccmta.ca), under the project title and industry liaison. Also included were jurisdictional and industry contacts.

This set-up allows manufacturers who wish to implement the project a central location to obtain all the relevant information.

In addition to the website, a consultation session on implementation was held in April with industry stakeholders. The use of the website and a fall consultation session are planned to continue to assist government and industry on this project.

### Foreign driver licence reciprocity

Arrangements with other countries allowing new residents to exchange driver licences without retesting when they relocate, involve jurisdictions carrying out detailed evaluations of each country's driver and testing standards.

In order to avoid duplication of effort when working with these overseas jurisdictions, a central location for electronic storage of arrangements and documentation will be established by the Secretariat to allow the CCMTA website to act as a clearing-house for jurisdictions.

## Implementation of new trip inspection standard under way

*Implementation of the revised NSC Standard 13 on Trip Inspection is now proceeding across Canada.*

Convening in May as part of the CCMTA Annual Meeting, CRA and Board members agreed to a six-month buffer period to the end of the year to allow all jurisdictions to get on side as per their respective legislative timetable.

While only two jurisdictions have implemented the new standard at this time – Saskatchewan adopted the revised standard for trucks and trailers in the summer of 2005 and Ontario just implemented July 1, 2007 – all others have committed to implementing by the end of the year.

In the meantime, carriers and drivers will benefit from a period of educational enforcement. With the exception of Saskatchewan, which moved to full enforcement as planned on July 1, 2007, CCMTA jurisdictions have agreed to accept compliance with either the existing or the new standard at roadside based on the legislated requirements in place in the carrier's base-plate province, but carriers will also have the possibility

of moving to the new standard and schedules preemptively.

While the move is expected to give industry suitable time to prepare and adjust to the new rule, all jurisdictions are expected to take full enforcement action when no daily inspection was conducted, no inspection report is filled out and when defects are found.

### Schedule

The revised standard provides a comprehensive schedule of vehicle defects, which gives drivers clearer ground rules as to what to look for and how to treat defects found as part of the daily inspection. According to Ontario data, over 85% of out-of-service defects are visible to the driver. The new standard is expected to go a long way in improving driver diligence, supporting carriers' maintenance efforts and improving overall vehicle safety on the road.

The new TI standard is posted on the CCMTA website at [www.ccmta.ca](http://www.ccmta.ca) under products and services, and the transitional educational enforcement policy will be added later in July.

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## CDLA group to work on interpretation guide

### The Canadian Driver Licence Agreement (CDLA) is drawing closer to becoming reality.

The CCMTA Board approved the agreement and the supporting documentation package at the Annual Meeting in May and during a subsequent follow-up call in June.

The efforts of the project group, led by Carolyn Burggraaf (who was CCMTA's 2007 recipient of the Jennie Howie Government Member Award primarily for her work on this project) will now shift towards implementation. The group will be developing an interpreta-

tion and implementation guide to assist the jurisdictions in joining the CDLA, a maintenance plan to ensure documentation remains current and a schedule for the entry of jurisdictions into the agreement.

The CDLA is a new agreement that will replace and enhance the existing Canadian Driver Licence Compact, signed in 1990 (which currently allows for the exchange of driver licences and conviction information between Canadian jurisdictions) and will also include enhancements to driver licence administration and identification security.

## STRID to consider zero BAC tolerance for novice/young drivers

**A working group seeking to make recommendations regarding zero BAC tolerance for young and/or novice drivers beyond the existing graduated driver licensing (GDL) restrictions already in place in Canada was approved in May, following a recommendation from the RSRP Committee to the Board.**

Despite progress made between 1980 and the mid-90s, traffic crashes remain the largest cause of death among 15-24 year olds, accounting for 31% of their deaths in 2003, and with an estimated 45% of these being alcohol-related. The STRID Task Force is interested in exploring the issue.

### Youth factors

Currently, all Canadian jurisdictions with a GDL program now include a zero BAC restriction for novice drivers. However, young drivers are at a disadvantage due to their lack of driving experience and subsequent exposure to their first legal use of alcohol between the ages of 18 and 20. These two conditions, along with unrestricted driving, can be lethal. Evidence suggests the earlier a person begins to drink, the more likely he/she is to have an alcohol problem. These initiatives could be part of a larger harm reduction program targeted at youth.

Low or zero BAC limits for this key target group, as identified in the CCMTA

STRID Strategy, have been adopted throughout the United States for drivers under the age of 21 and have proven to be extremely effective in reducing alcohol-related crash deaths among young drivers.

The STRID Working Group will commence work by preparing a background paper on the traffic safety benefits of adopting a zero BAC limit for young and/or novice drivers. Future recommendations will be consistent with the *Canadian Charter of Rights and Freedoms*, and jurisdictions will be provided options on various methods of implementing zero BAC limits for this population segment. The working group's recommendations will take into consideration the following issues:

1. Should a zero BAC limit target just drivers under the age of 21?
2. How should drivers from other countries immigrating to Canada be dealt with?
3. Should a zero BAC limit be part of a GDL program or a separate restriction?
4. How does drug impaired driving fit into this initiative?

A preliminary report is expected at the fall RSRP Committee meeting and final recommendations will be made next spring.

## Committee shorts

### Review of the 15 year rule for imported vehicles

CCMTA continues to work closely with Transport Canada (TC) on the review of the threshold for the importation of 15 year old vehicles.

Interest in this topic, since CCMTA provided a letter to TC in support of a change to 25 years in December 2006, has been considerable from a large number of stakeholders. TC is currently in the process of evaluating possible public/industry consultation session or sessions, most likely in the fall of 2007. CCMTA jurisdictions have all agreed to attend and actively participate in these sessions.

In addition, jurisdictions will be evaluating their own experiences with these older imported vehicles. Project Group Chair Mark Francis noted at the May D&V meeting that BC is currently studying the effects of imported right-hand drive vehicles in the general vehicle population and their representation in crash frequency, and will make the information available when the study is complete. Under current federal law vehicles older than 15 years may be imported into Canada without restrictions or mechanical inspections.

### Aging Driver Strategy consultations

The Aging Driver Strategy drafting subcommittee, made up of Co-Chairs Jennifer Kroeker-Hall (BC) and Sue Lo (ON) and members Paul Boase (TC), Leo Tasca (ON), Michele Kirchner (AB) and Mike Caverhill (AB), produced a preliminary draft framework for review by both the RSRP and D&V Committees at the May Annual Meeting. The strategy, based on the outcome of a half-day workshop completed at the Fall CCMTA meetings and the joint CCMTA/AAMVA session held in the spring of 2006, will continue to be developed over the summer with broader consultation and a target of October 2007 for completion.

## Flood vehicles: new definition

**A D&V project group, led by Mark Francis of BC, has addressed flood damaged vehicles to combat the importation of unsafe vehicles from the US and to ensure national consistency.**

The group's report, *CCMTA Model for Flood Damaged Vehicles* approved by the Board in May 2007, can be found at [www.ccmta.ca](http://www.ccmta.ca). The IRE does

accommodate the reporting of numerous vehicle condition reasons (such as flood) but will require a jurisdiction to implement an enhancement to the vehicle inquiry transaction.

Flood damaged vehicles are an important road safety issue because of the long-term potential damage caused by corrosion, particularly to electrical components, and health risks from mold.

**Mid-mandate review**

*(continued from page 1)*

As for speeding convictions, both researchers concluded "the level of enforcement is falling". To them, Canadian stakeholders now have an opportunity to set a behaviour change from now until the end of the mandate, in 2010.

Fatalities on rural roads remain very high in Canada. Both presenters wished the priority would be for a closer relationship with engineering people.

**Solutions?**

What are the solutions on the horizon to improve Canada's standing in the fight against road casualties? Automated

speed camera is one area, suggested Mavis Johnson, along with better enforcement referred to earlier and public education. She is also a strong believer in roundabouts at dangerous intersections.

As for young drivers, both experts agreed Canada should look into the international best practices training, which runs about



**The Canadian Traffic Safety Institute calls for greater cooperation between road safety stakeholders and those who design road infrastructure as well as examining the Safe System approach.**

**"One size will not fit all" – RSRP Chair Brian Jonah**

**RSRP Chair Brian Jonah was not surprised to hear how Canada has fared so far in the Road Safety Vision 2010 mandate. Transport Canada had been the one supplying the data to consultants Mavis Johnson and Eric Howard. He did concede "some of the recommendations are surprising". This being said, one of the next big steps will be for jurisdictions to come up with an action plan of their own in order to strive for the targets for the remainder of the strategy.**

"There is no laid-out process for jurisdictions to follow or how their action plan is to be formatted," Mr. Jonah explained in a late June interview. "We at RSRP made a recommendation to the Board: jurisdictions are to supply their action plan. But it's clear not all recommendations can be applied to all jurisdictions. They will decide how to proceed. We know one size will not fit all."

The RSV 2010 Task Force was set to meet by the end of June. CCMTA's Board was slated to receive the Canadian Traffic Safety Institute's final

report by early or mid-July in order to approve it around December. Meanwhile, the action plans will be further discussed during RSRP's fall meetings. "We want to go forward," reiterated Mr. Jonah, but the Council of Deputy Ministers and Ministers may not reach a decision on the remaining half of the strategy until "perhaps early next year." "The process is lengthy," admitted Chair Jonah, "but I don't see any other way to shortcut it."

"We have had some public education with Road Safety Vision 2010. There were newspaper ads during the Canada Road Safety Week. And a letter was written to the Canadian Association of Chiefs of Police, asking them to enforce traffic laws. But there is a lot of work to be accomplished in the next three years. We're working on two tracks right now," added Mr. Jonah, "as we're trying to reach the current targets and we're talking about a new road safety program."

Possibly in the works is a fall 2008 meeting with stakeholders on this next-generation national strategy.

120 hours for new drivers. They are also strong proponents of the Safe System approach, whereby crash outcomes are minimized by better road infrastructure, better vehicles and better drivers in order to make it so drivers "don't pay a big penalty (dying or being injured) for making a small mistake."

In concluding, Ms. Johnson and Mr. Howard reiterated "there must be a lead agency. Someone must say to stakeholders: we're prepared to lead if you're prepared to follow."

**Late breaking news:  
QC unveils far-reaching report**

Quebec's Transportation Minister Julie Boulet unveiled a road safety report on July 5<sup>th</sup>, 2007 which will affect that jurisdiction's motorists in many ways. Three significant measures include banning hand-held cellular phones (but not hands-free). Secondly, Quebec is forging ahead with an 18-month pilot project to install photo radars in nine accident-prone sites. Thirdly, all trucks operating in Quebec will require a device limiting their speed to 105 km/h. Minister Boulet hopes to see new legislation passed by the end of this year. Details at : <http://www.mtq.gouv.qc.ca>.

## Police forces send strong message in Edmonton

For three years in a row now, police representatives, whether on the national (RCMP), regional or local front, have banded together under the auspices of the Canadian Association of Chiefs of Police for the press launch of Canada Road Safety Week. The formula proved successful once more on May 14<sup>th</sup> in Edmonton, as Annual Meeting delegates, exhibitors and companions assembled in front of the Crowne Plaza Chateau Lacombe to mark this event.



Various police officers were available for interviews with media and discussions with delegates on Macdonald Drive, across the street from the Annual Meeting hotel during the press launch of Canada Road Safety Week.

Various dignitaries stepped up to the podium including CCMTA President Shaun Hammond. Chief Superintendent of RCMP "K" Division, Fred Kamins spoke to the onlookers. According to Alberta Infrastructure and Transportation numbers, nearly 400 people die and more than 27,000 are injured every year. "Every member of the public should think and drive," he insisted.

Edmonton Police Service Acting Deputy Chief Chris Kellett added 26 people had died last year in collisions, "23% of which involved alcohol." If there is a bit of good news, it's that

***"The bottom line is people need to make better choices when driving."***

– Edmonton Police Service Acting Deputy Chief Chris Kellett

some citizens have taken it upon themselves to phone police authorities as part of *Operation Lookout* to report impaired drivers. As of October 2006, contended police officer Kellett, close to 4,000 calls had been processed on that matter, resulting in some 1,160 vehicle interceptions and 358 impaired driving charges.

Intersection safety is a big item on the Edmonton force's agenda. Mr. Kellett reminded CCMTA Annual Meeting attendees there had been a fatal collision last year at the very intersection next to where the launch was being held. "The focus, he insisted, is on safe driving practices. The bottom line is people need to make better choices when driving."

### **New officers**

Alberta is taking the safety message at heart. On hand during the launch was officer Claude Coupal, recently hired by the Alberta Sheriff Traffic Operations, a new unit accountable to the Solicitor and Public Security Department. "We watch out for the high-risk behaviour on our highways."

Coupal, himself an ex-RCMP officer with 32 years of experience, mentioned 42 officers had undergone initial training. Another group of 42 is to train and other members will be added in order to make up a full roster of 126 officers.



Participants during the press conference. Left photo: CCMTA President Shaun Hammond at the microphone with Chris Kellett in the background. Right photo: Claude Coupal with a Sheriff highway cruiser.

## O.P.P. receives first CCMTA-Police Partnership Award

CCMTA was pleased to award the first annual CCMTA-Police Partnership Award to the Ontario Provincial Police and its road safety partners in Ontario in recognition and appreciation for their collaborative efforts that focused on reducing motor vehicle-related social costs and injuries and fatalities in Ontario.

The award was presented to Inspector Jim McDonnell, who accepted on behalf of the O.P.P., during the provincial banquet at the 2007 CCMTA Annual Meeting in Edmonton.



The O.P.P.'s Jim McDonnell received the first CCMTA-Police Partnership Award from President Shaun Hammond during the Tuesday provincial banquet.

The O.P.P. and the road safety partners in Ontario demonstrated joint efforts aimed at achieving breakthroughs in road safety through coordinated strategic initiatives delivered through social marketing, education, legislation and enforcement, and economic incentives. These initiatives specifically focused on aggressive, distracted and drowsy driving, trucking safety and safely sharing

the road with trucks, workplace road safety management awareness and skills, the use of seatbelts and young/new drivers' road safety awareness and skills.

Early in 2007 a call for submissions was distributed throughout the police community to demonstrate effective and continuous commitment to partnerships during 2006 to assist in achieving Canada's Road Safety Vision – having the safest roads in the world by 2010. The request resulted in excellent responses from the police services from across the country, each showcasing unique and interesting initiatives with respect to road safety partnerships.

Strong partnerships and a close working relationship with the enforcement community is paramount in reducing road trauma and achieving RSV 2010.

CCMTA would like to once again thank those police services who worked hard to prepare a submission for the first annual CCMTA-Police Partnership Award and making it a success. We look forward to hearing from you next year.

### And the other awards go to...

Other stakeholders were also recognized for the work they performed in their field and which benefitted CCMTA.

Associate Member Award:

**Patrick Delaney**

Jennie Howie Government Member Award:

**Carolyn Burggraaf, Claude Gélinas**

Distinguished Service Award (outgoing CRA Chair):

**Roger Clarke**

Award of Distinction:

**André Lemaire, Milt Schmidt**

President's Award:

**Shaun Hammond**



2007 award recipients. From left to right, front row: Claude Gélinas, Milt Schmidt, Carolyn Burggraaf and Roger Clarke. Back row: Shaun Hammond, André Lemaire, Patrick Delaney, Jim McDonnell and Pat Morkin. (Mr. Morkin won the CCMTA Exhibitor Passport Prize.)

### Alberta injects \$65M in Traffic Safety Plan

The Alberta government released its Traffic Safety Plan last November, which includes \$65M for initiatives over the first three years of implementation. Since the announcement, work has taken place to develop an action plan: a plan for community mobilization (this will involve the establishment of 16 regional traffic safety coordinators – including five within Aboriginal communities) and an enforcement strategy. For more information on Alberta's Traffic Safety Plan, visit [www.saferoads.com](http://www.saferoads.com).

### Quebec focuses on road safety, driver fatigue, verification procedures

CCMTA stakeholders who deal with the *Société de l'assurance automobile du Québec* (SAAQ) will certainly have noticed a logo on its communications material. On January 31, SAAQ launched its campaign, making 2007 Road Safety Year. The corporation, along with transport officials, police and other partners, strives to make the number of collision victims unacceptable in the public opinion, to show motorists what the consequences of accidents are and to make road users responsible of their behaviour on the road. Furthermore, very hard-hitting television commercials want to press the point that 80% of road collisions are linked to driver behaviour. In another awareness campaign, [www.5000victimes.com](http://www.5000victimes.com) is a new website which was created to inform Quebecers on the consequences of collisions.



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Quebec also helped create and launch a bilingual website at the link [www.fatigueimpairment.ca](http://www.fatigueimpairment.ca), which describes impairment by fatigue, explains where this issue currently lies in Canada and offers key advice for those about to

hit the road. On this same front, SAAQ attended meetings with commercial driving schools, industry representatives and others to focus on impaired driving by fatigue. With the help of a trucking business, a video called "*Un lit, ça n'a pas de roues*" (A bed has no wheels) was shot and will be made available to trucking firms.

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Lastly, SAAQ has taken steps to enhance identity checks. The corporation attends meetings with the *Directeur de l'état civil* (Registrar of Civil Status) and the *Régie de l'assurance maladie du Québec* (Health Insurance Board) to iron out consistent rules for checking one's identity. If someone has been turned down at one agency, he/she will also be turned down elsewhere.

### Ontario cracks down on drinking and driving, street racing, further certifies its driver examiners

Ontario has adopted the *Safer Roads for a Safer Ontario Act, 2007*, which will regulate licence suspension duration for 0.05 to 0.08 BACs according to the number of instances a driver has been so charged. From the second occurrence on, the driver will have to follow a remedial measures program. At the third occurrence, an interlock ignition device will be installed in the vehicle for six months. Drivers subjected to an Administrative Driver Licence Suspension will have to pay a \$150 penalty. Courts may also order seizure and disposal of a repeat drinking driver's vehicle.

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The new Ontario Act will also crack down on street racing with fines of up to \$10,000, immediate seven-day suspension of the driver licence and impoundment of the vehicle for suspected racing, driving contest or stunt driving. The legislation bans highway driving with a connected nitrous oxide system.

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Ontario's driver examiner partner, DriveTest, as well as its government

examiners, will soon undertake certification as per international standards. AAMVA's International Driver Examiner Certification (IDEC) Program test will be administered to almost 300 Ontario driver examiners over the next few months. AAMVA strives to establish uniform training standards in licensing and examination in Canada and the United States.

### SGI offers more car seat services

Parents and guardians will be able to reach a car seat technician more easily through two new SGI initiatives. In addition to the annual summer child restraint campaign, SGI has trained car seat technicians who will be available year-round at its claims and salvage centres. Also, the SGI website now sports a locator function, enabling adults to locate a car seat technician anywhere in the province.

### Winter Olympic plates in B.C.

British Columbia is getting ready to greet the world for the 2010 Winter Olympic Games. To that effect, ICBC has unveiled three plates which highlight the games' corporate logo. Said plates will be available in three vehicle classes: passenger (pictured), commercial and commercial trailer.



### Late breaking news:

#### ON to implement speed limiters

Ontario Transportation Minister Donna Cansfield announced on July 2 Ontario is getting set to make speed limiters mandatory for all large trucks on Ontario highways. She hopes to see the bill passed possibly in the fall. Under this law, trucks would be limited to a top speed of 105 km/h. Details to come...

## Canadians discuss road safety at Geneva, Montreal forums

Eight young people from many parts of the country will help shape the future of road safety in Canada, thanks to a Transport Canada project which saw them attend an international forum in Geneva, Switzerland, last April.

The group, along with some TC representatives, traveled to the conference in the Swiss capital as part of the United Nations' Global Road Safety Week. Transport Canada had previously launched a call for interested individuals through its Hooked on Road Safety strategy. The federal department also asked various organizations to help co-fund a young adult's trip to Europe.

The eight Canadians were among peers from over 120 countries who collectively sought practical ways of reducing



Courtesy Transport Canada

**Canadians in Geneva. From l. to r.: Nathalie Rouskov, Jennifer Heatly, Morgan Slater, Candace Salmon, Jonathan Beauvais, Nicole Lacroix, William Hui and Duane Ironstand.**

the number of road users killed yearly throughout the globe. Presently, this number stands at 1.2 million. One of the goals was also to produce a *Youth Declaration for Road Safety* by virtue of which the young attendees called upon the adults around them to protect them

and to promote responsible road traffic behaviour. Upon their return to Canada, the young attendees helped organize an all-Canadian forum in Montreal in early June, which over 50 young delegates and observers attended. CCMTA helped sponsor the event.

During their stay in Montreal, the Canadian delegates had the opportunity to visit Transport Canada's Test Centre, north of the city. They had a try at a robot steering wheel designed to test the Electronic Stability Control (ESC) systems. A group drove a vehicle fitted with ABS brakes across a soaked stretch of track. Another group was given a tour of the facility. Later, participants witnessed a side impact test.

### "Energized"

TC's Paul Boase, chief of Road Users and Road Safety Programs, was among the Canadian delegation to Geneva for the U.N.'s World Youth Assembly for Road Safety. He also acted as a moderator at the June Montreal event, called Canadian Road Safety Youth Conference.

"The kids were energized. The eight who attended Geneva have formed youth committees (back home) to talk about issues. They will be looking into a charter, terms of reference, who they will associate with (in the Canadian context)," reported Mr. Boase during a June interview. "Since all were sponsored by a local group, we hope the groups will help the committee move forward."

### The work is just starting!

**Canadian Road Safety Youth Committee Chair Candace Salmon took a few minutes off from her summer job in Toronto for a quick telephone interview.**

"The issues are very different from one province to the next," she noted about what worries young Canadian road users. This is why the group hopes to garner interest from one end of the country to the other. After a formal application process, those young Canadians who will sit on the committee as directors will essentially become spokespersons for the youth in their respective jurisdiction. As for a mission statement, that will evolve with time.

### Interest

Each young delegate to Geneva was co-sponsored by a group, but there wasn't an expectation the groups would participate financially in the next steps. This is not to say they are not interested. "We'll be looking at funding issues," explains Salmon.

"Some are helping. The Canadian Association of Road Safety Professionals has offered some web space and other services."

In the short time the eight Canadian delegates spent with new friends from around the world, Ms. Salmon did notice everyone realized just how vulnerable road users can be. "There are some differences. Here in Canada, we're concerned about wearing a safety helmet. In Africa, it's more about road infrastructure."

The Canadian contingent also abided by the Youth Declaration, but it wasn't in a position to expand on it since the Montreal conference had not yet taken place. "But we've had correspondence with countries who are already doing big things to promulgate this document. Some (Geneva participants) have already met with their government officials to promote the *Youth Declaration for Road Safety*."

## Slight improvement registered

The exercise has become a tradition in its 20 years or so of existence. Road safety officials and enforcement personnel conducted Roadcheck 2007, the annual, random CVSA Level I inspection blitz, and results confirm there is a slight improvement in compliance over last year in the number of inspected vehicles and drivers who received the coveted CVSA sticker.

Figures show some 7,275 vehicles and drivers were inspected in Canada between June 5<sup>th</sup> and 7<sup>th</sup>, 5,926 of which successfully passed all inspection points and were able to continue on their way. The overall out-of-service rate improved slightly, going down to 18.5% in 2007 from 20.1% in 2006. A total of 8,681 CVSA stickers were applied to power units, trailers and motor coaches. Only trucks not bearing a valid CVSA inspection decal are inspected and reported on.

In total, 1,324 trucks, 25 motor coaches and 291 drivers inspected were declared out of service because of mechanical defects, log book, driver qualification or supporting document violations.

### Education, awareness

As in the past, brake-related issues continue to account for approximately half of all mechanical defects encountered during Roadcheck. Enforcement personnel were quick to point out the



Roadcheck 2007 yielded an out-of-service rate of 18.5%. Above, two truck tractors have pulled into the Ministry of Transportation of Ontario (MTO) station lot for a CVSA level I inspection.

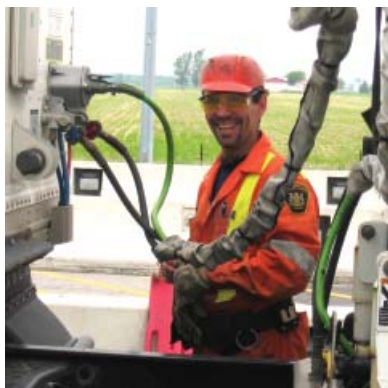
trucking industry shares two key elements with the rest of the motoring public in striving for better road safety numbers : education and awareness. To that effect, CVSA Region V (Canada) officials invite governments, industry groups, carriers and drivers to actively participate in Brake Safety Week, next August 26<sup>th</sup> to September 1<sup>st</sup>.

“Brake Safety Week offers the opportunity for enforcement officers, industry and

safety specialists to work together, using creative joint activities to raise awareness of the importance of maintaining air brake systems in large trucks,” explained CVSA Region V (Canada) President John Meed.

During those few days, CVSA certified officers will be holding “unofficial” brake system inspections at various truck

*(continued next page)*



Scenes of Roadcheck 2007 at the inspection station in Casselman (Eastern Ontario). From left to right, MTO inspector Christopher MacDonald; shift leader Michelle Chaussé; loads come in all shapes and sizes, this time, a shipment of farm tractors; MTO inspector Alison Ducette.

New assignments in three jurisdictions: following the March elections in Quebec, **Julie Boulet** is now Transport Minister, replacing **Michel Després**, who had the portfolio since 2005. In Nunavut, **Rosemary Keenainak** is Deputy Minister at Economic Development and Transportation, replacing **Alex Campbell**, who has gone on to Health and Social Services. New PE Minister of Transportation and Public Works. **Ron W. MacKinley** was sworn in on May 12<sup>th</sup>, following late spring elections.

NL's **Gerry Antle** has left the Board and his position as Registrar of Motor Vehicles at the Department of Government Services and moved on to the Department of Municipal Affairs as Assistant Deputy Minister of Municipal Engineering and Planning. His replacement on the Board is Assistant Deputy Minister **Donna Kelland**.

BC's **Mark Medgyesi** has left the Board to take on responsibilities as Director, Strategic Initiatives for the BC Ministry of Public Safety & Solicitor General. **Stephen Martin**, Superintendent of Motor Vehicles, will be the Board member.

Two nominations in the last few months to keep track of: **David Simailak** now heads Nunavut's Department of Economic Development and

### Roadcheck 2007

*(from previous page)*

stops. No paperwork will be generated, and drivers will be invited to go underneath their commercial vehicle to see how the inspectors go about their work.

Should major defects be spotted, drivers will be strongly encouraged to have the repairs done before taking to the road again. Information packages will be distributed to drivers.

Roadcheck is a joint effort of all three North American countries, Canada, the United States and Mexico.

Transportation. In NWT, **Kevin Menioche** is now Minister of Transportation.

From Nunavut, **Dave Petryshen** replaces **Rosie Nuliyak** at RSRP.

The Northwest Territories will be represented by a new member at RSRP. **Garry Dziwenka** replaces **Scott Golding** as Senior Policy and Program Analyst.

At CRA, **Benoît Cayouette** (QC) is now Chair, succeeding AB's **Roger Clarke**. BC's **Greg Gilks** becomes Vice Chair. Movement within the PE delegation, too. **Doug MacEwen** returns to CRA, **Graham Miner** returns to D&V while **Audrey Mayhew** remains at RSRP.

## News from all over

### Only in the movies? Think again!

An American young man who is mobility impaired recently got a ride he didn't plan on... and lived to tell about it.

Ben Carpenter moved in front of a transport truck as it left a gas station in Paw Paw, Michigan. Somehow, the wheelchair handles got caught in the chrome grill. The driver took to the highway, never noticing his stowaway, and reached a speed of 80 km/h before pulling into a trucking depot.

During this time, other drivers alerted police. Mr. Carpenter's main beef after his ordeal? He wondered if the trucker was going to drive for any long distance. Oh, and he spilled his soft drink...

**Source:** BBC

## CCMTA welcomes new members

Mr. Wayne Beck  
Vice President, Consulting  
CGI  
Markham, ON

Dr. Allen Dobbs  
President & CEO  
DriveABLE Assessment Centres, Inc.  
Edmonton, AB

Mr. Allan Green  
NSC Manager  
Precision Drilling  
Red Deer, AB

Ms. Jackie Kjos  
Manager, Northern Society of Oilfield  
Contractors & Services Firms  
Fort St. John, BC

Mr. Andy Lang  
President  
Pacific Geotech Systems Ltd.  
Victoria, BC

Mr. Cam Nelson  
Coordinator, Traffic Safety  
City of Calgary  
Calgary, AB

Mr. Rob Orr  
CEO  
VIN IQ Inc.  
Edmonton, AB

Mr. Louis Skebo  
Chairman  
Canadian Association of Vehicle  
Importers  
Orleans, ON

Mr. Jean St-Onge  
Vice-President, Safety & Maintenance  
Midland Transport Limited  
Dieppe, NB

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## Calendar of Events

**AAMVA International Conference**  
August 19-22, 2007  
Best Western Ramkota Hotel  
Rapid City, SD

**NAIC 2007**  
August 20-26, 2007  
Minneapolis Marriott City Centre  
Minneapolis, MN

**Brake Safety Awareness Week**  
August 26-September 1, 2007

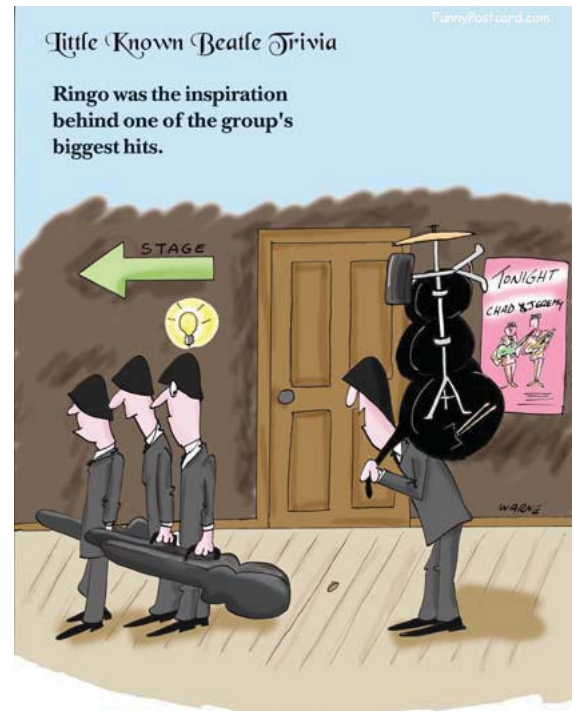
**CVSA Fall Workshop**  
September 16-19, 2007  
Hilton Pittsburgh, Pittsburgh, PA

**N.-American Cargo Securement  
Harmonization Public Forum**  
September 20, 2007  
Hilton Pittsburgh, Pittsburgh, PA

**CCMTA Fall Meetings**  
October 23-24, 2007  
Ottawa Marriott Hotel  
Ottawa, ON

**CCMTA Board Meeting**  
December 3-5, 2007  
Lord Elgin Hotel  
Ottawa, ON

## Chuckles corner



"Help!, I need somebody's HELP "

A gentleman entered a busy florist shop that displayed a large sign that read "Say It with Flowers." "Wrap up one rose" he told the florist. "Only one?" the florist asked. "Just one," the customer replied "I'm a man of few words."

### CCMTA's vision

The safest and most efficient movement of people and goods by road in the world.

### Its mission

To provide a national forum for development of public policy and programs for road safety and driver and vehicle licensing.

### Its strategic goals and objectives

#### Enhance programming by...

- Adopting a broader view of problems and issues that cut across all sectors
- Expanding research integrating industry practices and expertise
- Ensuring effective priority setting and improving measures for prevention and detection of problems
- Continually reviewing program relevance and effectiveness

#### Expand outreach by...

- Raising the profile of *Road Safety Vision 2010*
- Improving communication and linkages with police and law enforcement agencies
- Pursuing harmonization with the United States, Mexico and Europe
- Implementing strategies to enhance stakeholder participation
- Pursuing advocacy positions and strategies