

CCMTA

news

Newsletter of the Canadian Council of Motor Transport Administrators

Message from CCMTA's President

Challenging Times Lie Ahead for CCMTA

Saskatchewan's Sherry Wolf was recently appointed CCMTA President. Ms. Wolf, Vice-president of the Auto Fund Division at SGI, offers her views on what CCMTA must accomplish in the year ahead.



Sherry Wolf, Vice-president, Auto Fund Division, SGI

I look forward to the challenges and opportunities of being CCMTA's President in 2008-2009.

Canada's road safety and motor vehicle administrators are at a crossroads, given the challenging economic circumstances which vary across the country, limited jurisdictional resources (when one considers the enormity of CCMTA's ongoing workplans) and worldwide concern for the environment.

This cluster of issues will add more complexity and urgency to the business of CCMTA, as we must consider their combined impact on road safety for Canadian motorists.

I believe that in view of these challenges and their associated opportunities, it is necessary for CCMTA to retool itself to better serve its members and the cause of improving road safety in Canada.

How this is to be achieved and what the final outcome will be are still unknown

quantities, but the ways in which CCMTA should change to meet its strategic goals and vision will be a hot topic for discussion and deliberation in the next few months.

I want to recognize the hard work of the CCMTA standing committees, working groups, task forces and dedicated secretariat staff.

So much has been achieved... but a lot more remains to be done. Expect some interesting developments in the months ahead.

I would like to thank the Government of Newfoundland and Labrador for the wonderful hospitality it extended at the Annual Meeting last May.

We look forward to hosting CCMTA's 2009 Annual Meeting in Regina, Saskatchewan, from May 10 to 14; the theme of the event will be *Take Care Out There* (a most appropriate one, I think, reflecting the tumultuous times we live in). I can't guarantee sunshine, but it's a likelihood, as Regina enjoys more sunny days than any other provincial capital in Canada.

And, according to the *Mobil Travel Guide*, within our vast borders you'll find more road surface than in any other province, totaling 241,400 kilometers. So I encourage you to take advantage of your stay in Saskatchewan and travel down some of these roads before you arrive in Regina or after your work at the Annual Meeting is done.

Let's all get set for an exciting year!

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A Vintage Year for CCMTA!



Former CCMTA President Carolyn Burggraaf (at podium) launched 2008 Canada Road Safety Week by urging jurisdictions to develop action plans to meet the ambitious road safety targets set for 2010.

CCMTA's 2008 Annual Meeting in St. John's was remarkable in many ways. As well as a busy work schedule and some fun social events, delegates and companions also enjoyed a prime view of hundreds of icebergs floating by the eastern shore – when the fog lifted, that is.

Once again, we are pleased to report an excellent turnout. For the second year in a row, more than 300 delegates and companions participated in CCMTA's Annual Meeting. In addition, we had 42 sponsors and a sold-out exhibition for a second consecutive year.

Also making the event a great success were the hard-working and friendly staffers from Newfoundland and Labrador Government Services who went out of their way to ensure delegates enjoyed their stay on The Rock, despite the inclement weather. Many thanks to all these volunteers.

CCMTA standing committee and Board business sessions resulted in progress on a number of important road safety

initiatives, reported elsewhere.

Representatives of several police forces were on hand at the Fairmont Newfoundland Hotel to launch 2008 Canada Road Safety Week. Special thanks are due to the Canadian Association of Chiefs of Police, NL RCMP (B Division), RCMP Traffic Services in Ottawa, and the Royal Newfoundland Constabulary for their help in organizing this event.

CCMTA thanks everyone involved in the 2008 meeting, as well as delegates, exhibitors and sponsors for their post-meeting comments as we plan for the 2009 edition in Regina, Saskatchewan.



PHOTOS: Ian Tomlinson

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CCMTA Approves Change in Commercial Vehicle Collision Reporting Process

Further to a CRA recommendation last May, CCMTA jurisdictions have approved an amendment to NSC Standards 14 and 7, giving jurisdictions the ability to adopt the "tow-away" criteria for assigning points to the carrier profile in Property Damage Only (PDO) collisions.

Canadian motor carrier representatives have long contended the \$1,000 PDO threshold is too low and not a realistic identification of carrier risk, non-responsive to inflation, and puts them at a competitive disadvantage relative to U.S. carriers operating in Canada. (The U.S. already defines PDO collisions as those in which vehicles involved are towed away from the scene due to disabling damage.) Several law enforcement agencies have also made representations to CCMTA over the years, questioning the requirement to attend low-level PDO motor carrier collisions and having their officers serve as insurance adjusters or estimators at roadside.

The change will allow jurisdictions to use either the tow-away criteria or the existing \$1,000 property damage monetary threshold for pointing collisions to their respective carrier profiles. As part of the initiative, jurisdictions will be asked to work towards the inclusion of a tow-away indicator and the U.S. DoT number on their respective collision report forms to facilitate information-sharing with the U.S. Jurisdictions unable to change now due to systems or legislative impediments have agreed to accept the safety rating of those adopting the tow-away definition. Members agree this will allow a reasonable transition to the new system and ease data exchange with the U.S. Transition planning is underway, but considerable operational details remain in terms of data exchange and field/police officer training. RSRP's assistance will be sought to make changes to collision reporting forms across Canada.

Jurisdictions Gear up for Trip Inspection Implementation

Meeting in St. John's in May, the CCMTA Board of Directors agreed to a series of amendments to NSC Standard 13 on Trip Inspection. The move follows approval of the changes by the CRA Standing Committee, which mandated a review of the standard in 2007 to clarify some provisions and criteria for driver inspection, resolve potential inconsistencies and provide enforcement guidance. Most of the changes are considered minor in nature and are intended to add clarity to the original intent of the provisions. The amended standard will be posted to the CCMTA Web site later this summer.

With these changes, provinces and territories are gearing up for formal implementation. Except for Saskatchewan and Ontario, which have already implemented and now enforce the new standard, all jurisdictions have committed to implement over the course of the next year. (*The project group's final report on Trip Inspection implementation issues is posted in the members' section of CRA's May 2008 meeting page.*)

Members tentatively agreed to a one-year transition period from provincial implementation so carriers could use up

existing supplies of TI forms and schedules. A period of educational enforcement is expected as each jurisdiction introduces the new standard. Jurisdictional arrangements will be publicized and posted to the CCMTA Web site, along with the implementation schedule.

Project group members also identified several policy items requiring CRA and Board decisions, including Canada-U.S. reciprocity issues and the ability of carriers to modify schedules. CCMTA and FMCSA officials agreed the reciprocity arrangement between Canada and the United States should remain in place: U.S. jurisdictions will accept daily Trip Inspection reports from Canadian base-plated carriers as compliant with CFR 49 requirements. Conversely, U.S. drivers performing pre- and post-Trip Inspections in accordance with CFR 49 – and who carry and produce the post-inspection report from the previous day – will be deemed to have met the CCMTA Trip Inspection requirements in Canada. It is expected the agreement will be formalized through an exchange of letters between CCMTA and FMCSA. The issue relating to the ability of carriers to modify schedules will be submitted to CVSA Region V for input and recommendation. A status report will be given at the next CRA meeting.

D&V Working on Vehicle Priority-setting Strategy

At the May Annual Meeting, D&V held several discussions on the balance of time and effort spent on driver versus vehicle projects.

Committee members formed a strategic working group to review all existing vehicle projects, current national policies and emerging issues in order to prioritize the vehicle-related work. The group, led by D&V's new vice-chair Mark Francis and by Alberta representative Mitch Fuhr, is expected to provide recommendations at the October 2008 Fall D&V meeting. Several challenges are facing administrators, including unusual new vehicles, imported vehicles and altered vehicles. The group also wants to work towards implementing IRE vehicle initiatives in all jurisdictions.

National Day of Remembrance for Road Crash Victims Slated for November

The Canadian Global Road Safety Committee, whose membership is made up of Canadian injury prevention and road safety professionals, is planning a National Day of Remembrance for Road Crash Victims. Slated for November 19, 2008, the date marks the first year for this event which will take place annually on the Wednesday following the third Sunday in November.

The aim of having a Canadian National Day of Remembrance for Road Crash Victims is to raise awareness of road safety and promote ways to prevent deaths and injuries on our roads. Each year, the Day of Remembrance will have a particular road safety theme emphasizing areas requiring improvement. In 2008, the theme is impaired driving.

A National Day of Remembrance for Road Traffic Victims has been observed in many countries since 1993 as part of the United Nations Road Safety Collaboration when it was first organized by a United Kingdom organization called RoadPeace. Since then, the General Assembly of European Federation of Road Traffic Victims supported a European Day of Remembrance for Road Traffic Victims in 1995... and since 1998, Argentina, Australia, Israel, South Africa and Trinidad have observed this Day of Remembrance. More recently, as part of its Year of Road Safety initiative, Quebec observed a Day of Remembrance on November 18, 2007.

CCMTA's Board of Directors supports a Canadian National Day of Remembrance and has directed the Standing Committee on Road Safety Research and Policies to provide suggestions on how CCMTA and its member jurisdictions can take a leadership role in this year's event.

CCMTA to Host National Road Safety Forum

CCMTA's national road safety plan – Road Safety Vision 2010 – is entering the final two years of its term and planning for a subsequent road safety program is underway following a December 2007 decision by CCMTA's Board of Directors that Canada should continue to pursue its Road Safety Vision.

On September 30 and October 1, CCMTA will host a day-and-a-half Road Safety Forum with invited government members and industry stakeholders to discuss the merits and nature of a successor plan to RSV 2010. Forum participants will have the opportunity to hear from one of the world's leading road safety experts: Fred Wegman of the SWOV Institute for Road Safety in the Netherlands. Mr. Wegman will discuss successful road safety efforts to assist in laying the groundwork for Canada's next road safety initiative. There will also be presentations by Canadian experts on Canada's current national road safety program and on opportunities for similar future endeavours. Through the discussion groups, participants will be encouraged to share their views regarding the new program. CCMTA believes it is important that planning for this follow-up initiative includes the views of key stakeholders.

A Web-based road safety questionnaire has been developed and distributed to CCMTA government members and numerous stakeholders in order to solicit views on the potential characteristics of a successor plan. The results of the questionnaire will be presented at the Road Safety Forum and will serve as the basis for discussions. The Forum will also be held in conjunction with the Canadian Association of Chiefs of Police's 2008 Traffic Symposium (September 29-30).

Committee Shorts

Medical Standards for Drivers Update

The CCMTA Medical Standards were updated in June following their approval by the CCMTA Board in a series of seven ballots held in the spring of 2008. This update resulted in the inclusion of an entirely revamped chapter on cardiac standards reflecting the desire of administrators to move away from traditional standards towards a driver fitness model using evidence-based medical standard-setting and taking into account risk, compensation, accommodation, functional focus and assessment methodology. A second series of ballots is being prepared for the Board, addressing a major change in the diabetes standard, also drafted from a driver fitness approach, along with a number of minor revisions and administrative changes to the chapters on *Vision* and *Drugs*. The newly formed Driver Fitness Overview Group (DFOG) – now co-chaired by Jennifer Kroeker-Hall (BC) and Leo Tasca (ON) – oversees all aspects of medical fitness to drive. The group will meet in the fall to prioritize the next series of medical standards for review.

DND National Driver Permit 404 to Be Accepted by Jurisdictions

Following a presentation by the Canadian Forces (CF) on the Department of National Defence National Driver Permit (DND 404), officials from the jurisdictions agreed to work independently with their respective local CF contacts to ensure recognition of the DND 404 (Military Driver Permit) and to educate and communicate with enforcement staff on the use of this document. The DND 404 permit is issued by CF and allows the individual to drive commercial-size military vehicles. The permit standards and training are equivalent to or exceed the standards specified by the National Safety Code.



Take Care Out There

"Take Care Out There" will be the theme for the 2009 Annual Meeting: it relates directly to CCMTA's Road Safety Vision of Canada having the safest roads in the world.

From May 10 to 14, CCMTA and the host-province of Saskatchewan will welcome delegates to Regina, the sunniest capital city in Canada.

Spring in Regina is splendid and a time of year that is filled with things to see and do. The city is home to the largest legislative building in Canada and hosts the world-renowned historic Royal Canadian Mounted Police Training Academy and the RCMP Heritage Centre.

For Annual Meeting information, contact Valerie Todd at vtodd@ccmta.ca.

For information on sponsorship and exhibition opportunities, contact Ian Tomlinson at itomlinson@ccmta.ca.

For information on the host city and province, visit the Regina Tourism Web site at www.tourismregina.com and the Tourism Saskatchewan Web site at www.sasktourism.com/.



PHOTO: Tourism Saskatchewan/Douglas E. Walker

New Canadian Ignition Interlock Technical Standard and Implementation Guidelines

In May, CCMTA's Board of Directors accepted a new technical standard for vehicular breath alcohol ignition interlock devices recommended by the RSRP Standing Committee. Jurisdictions agreed to use the new technical standard when making changes to their interlock programs and to adopt a new set of guidelines for implementing and operating their respective interlock programs.

In Canada, ignition interlock programs fall under the responsibility of the provincial/territorial governments and are not required to be approved by the RCMP Alcohol Test Committee, as roadside and evidentiary devices usually are. As such, there is no formal standard for the devices, nor in how to certify compliance. Moreover, there was no standard with respect to core program elements (such as how to manage an interlock program), which also fall within provincial/territorial responsibility. As a result, the Strategy to Reduce Impaired Driving (STRID) Task Force agreed there should be an assessment of the current Alberta Ignition Interlock Standard against new interlock technology with a goal to developing one national standard and certification process which would be available to all jurisdictions. The technical interlock standard program portion of the project was funded by Transport Canada and carried out by the National Research Council's Centre for Surface Transportation Technology. The best practices guidelines for implementing and operating an interlock program were co-funded by Transport Canada and CCMTA and carried out by Beirness & Associates Inc.

The Drive to CDLA

The focus of the Canadian Driver Licence Agreement (CDLA) has now shifted to a management and operations implementation phase. A new group – the CDLA Implementation Project Group, with membership from all provinces and territories – was approved by the Board in May. The group, led by Harold Blaney of QC, will take on national coordinating responsibilities including the management of acceptable identification documents, a forum to address interpretation and emerging CDLA issues, and management of implementation issues.

The CDLA addresses CCMTA's core business of road safety and driver licence management – supporting the one driver/one licence/one record concept – while strengthening the integrity and security of driver licences in Canada by incorporating improved security and identification standards. Individual teams in each jurisdiction are working towards the many requirements in terms of policy, procedures, operations and business processes, computer systems and (in some cases) legislative changes that each jurisdiction must satisfy prior to joining the CDLA.

The new group held the first of its scheduled monthly calls in July. Back in April, jurisdictions estimated when they would be ready to enter the agreement. Manitoba said it would do so later this year, while four other jurisdictions indicated they would become members of CDLA in 2009. Regular updates on the progress of jurisdictions entering into the CDLA will be provided in future issues of *CCMTA News*.



PHOTO: Arnold Machtinger

Congratulations to Our 2008 Award Recipients!

The Annual Meeting's Provincial Banquet is the ideal time to recognize deserving individuals, and this year's event was no exception to the longstanding tradition. CCMTA congratulates the following award winners for their invaluable service and dedication to the organization:

From left to right:

Associate Member Award: **Christine MacLean**, Project Manager, Traffic Safety Systems, 3M Canada, London, ON

President's Award: **Carolyn Burggraaf**, Registrar of Motor Vehicles, Department of Government Services, Newfoundland and Labrador, and Outgoing CCMTA President

Distinguished Service Award: **Brian Jonah**, Director, Road Safety Programs, Road Safety Directorate, Transport Canada, Ottawa

Award of Distinction: **Martin Jackson**, IRE Business Strategies, CCMTA, Ottawa

Distinguished Service Award: **Harold Blaney**, Responsible for External Liaison, Directorate for the Development of Harmonized Permits and Licensing, Société de l'assurance automobile du Québec, Quebec City, QC

Jennie Howie Government Member Award: **Shannon Eil**, Manager, Traffic Safety Promotion, Auto Fund Division, SGI, Regina, SK

CCMTA-Police Partnership Award: **Staff Sergeant Ted Emanuels**, representing RCMP "E" Division, British Columbia Traffic Services, Langley, BC

Meet CCMTA's Board of Directors



PHOTO: Arnold Machtinger

From left to right: Audrey Henderson, Director of Programs, CCMTA, Ottawa; Bohodar Rubashewsky, Assistant Deputy Minister, Road User Safety Division, Ontario Ministry of Transportation, Downsview; Shaun Hammond, Assistant Deputy Minister, Transportation Safety Services Division, Alberta Infrastructure & Transportation, Edmonton; Johanne St-Cyr, Vice-president for Road Safety, Société de l'assurance automobile du Québec, Quebec City; Ward Keith, Executive Director, Service and Safety Operations, and Registrar of Motor Vehicles, Manitoba Public Insurance, Winnipeg; Sherry Wolf, Vice-president, Auto Fund Division, SGI, Regina (and 2008-09 CCMTA President); Stephen Martin, Superintendent of Motor Vehicles, Ministry of Public Safety and Solicitor General, Victoria (BC); Vern Janz, Director, Transport Services, Department of Highways and Public Works, Government of Yukon, Whitehorse; Al Kaylo, Director, Road Licensing & Safety Division, Department of Transportation, Government of the Northwest Territories, Yellowknife; Paul Arseneault, Registrar of Motor Vehicles, Service Nova Scotia and Municipal Relations, Integrated Service Delivery, Halifax; Carolyn Burggraaf, Registrar of Motor Vehicles, Department of Government Services, Government of Newfoundland and Labrador, St. John's; Charles O'Donnell, Director, Registrar of Motor Vehicles, Motor Vehicle Branch, New Brunswick Department of Public Safety, Fredericton; Michel Gravel, Executive Director, CCMTA, Ottawa; Kash Ram, Director General, Road Safety & Motor Vehicle Regulation, Transport Canada, Ottawa.

Absent: Lorna Gee, Director of Motor Vehicles, Department of Economic Development & Transportation, Government of Nunavut; John MacDonald, Director of Highway Safety & Information Technology, Highway Safety Division, Prince Edward Island Department of Transportation and Public Works.

Mandatory Interlock Program in Alberta

In order to further combat the devastation and harm caused by individuals who continue to drink and drive, Alberta is introducing a Mandatory Ignition Interlock Program. As of July 1, individuals who have been convicted of drinking and driving with a blood alcohol reading of over 80 milligrams %, or who have refused to provide a breath or blood sample, or were repeat offenders within the preceding 10 years, will now be required to install an interlock device on their vehicle or on any vehicle they intend to drive. The minimum period for use of the installed device is six months and drivers will not be reissued their licence until they have installed the device and completed the program. Although Alberta has had a voluntary interlock program in place since the early 1990s, the introduction of a mandatory interlock program is aimed at enhancing roadway safety across the province by reducing opportunities for recidivism and by increasing education and deterrence for drivers. The Mandatory Ignition Interlock Program and its focus on road safety for all users is supported as an initiative under the Alberta Traffic Safety Plan. More information or general inquiries about the program may be directed to the Alberta Transportation Safety Board (www.atsb.alberta.ca/).

Distractions Undermining Motorist Behaviour in Alberta: Not Such a D.U.M.B. Idea

In Alberta, an innovative driver education program was launched in May – the D.U.M.B. (Distractions Undermining Motorist Behaviour) Struck Tour is aimed at curbing driver distractions, a factor in eight out of 10 collisions. Developed by the Insurance Bureau of Canada, the summer-long tour will travel to community fairs, festivals and other events across Alberta, driving home the danger of distractions such as cellphones, CDs, iPods, eating and personal grooming while operating a motor vehicle. Some studies have shown that driving while talking on a cellphone is comparable to impaired driving. The D.U.M.B. driving simulator allows the driver to pretend to

encounter a number of typical distractions such as phone calls, blaring noise from other vehicles and passengers talking, among other disturbances to one's concentration.

The Results Are In for Saskatchewan's Seat Belt Challenge Project

Based on a project done in Norway, Saskatchewan Government Insurance (SGI) initiated a Seat Belt Challenge in one Health Region in Saskatchewan last spring. Research conducted by the Institute of Transport Economics of the Norwegian Centre for Transport Research showed that awareness achieved through a combination of face-to-face contact, police involvement, signage and advertising had an effectiveness rate of 39.3%, compared to mass media – with no effect – and mass media and enforcement, with an effectiveness rate of 12.7%.

“To launch the challenge, we had the local Students Against Drinking & Driving (SADD) chapters do observational seat belt usage surveys to determine usage rates in communities we would visit,” explained Shannon Eil, Manager, Traffic Safety Promotion, SGI Auto Fund. “We used existing partners within the Health Region – such as public health professionals, Acquired Brain Injury (ABI) coordinators, emergency services personnel, SADD chapters, *SMARTRISK No Regrets* students and SGI staff – to set up check stops that drivers passed through so they could earn a reward for buckling up. We estimate that 20% to 30% of the population of the four communities we visited came through the check stops and were presented with a reward. We will have post-observational surveys done to see which community increased the most and reward it with funding to put towards a particular traffic safety improvement measure.”

The Saskatchewan Seat Belt Challenge will be expanded to other Health Regions in the province in 2009.

New French-language Slogan for Passenger Vehicle Licence Plates in Ontario

As of May 30, a new passenger vehicle licence plate with a French-language slogan is available to Ontario motorists. The slogan is TANT À DÉCOUVRIR – the French translation of YOURS TO DISCOVER. The new French slogan plates will follow the same design template as the current English-language passenger vehicle licence plates. The French slogan will appear on Ontario's regular series base plates for passenger vehicles, but will not be offered for personalized or graphic plates, according to Bohodar Rubashewsky, Assistant Deputy Minister, Road User Safety Division, Ontario Ministry of Transportation.



Drop in Road Fatalities Marks Quebec's Road Safety Year

A significant improvement in the road safety record and reduced compensation costs marked Quebec's 2007 Road Safety Year. Although there were 608 road accident deaths in the province in 2007, this was 113 less than in 2006 – a decrease of 15.7%. The number of serious injuries fell by 23% in 2007 – with 2,866 victims compared to 3,721 the year before. Meanwhile, 44,466 victims suffered minor injuries in 2007 compared to 46,042 in 2006 – a decrease of 3.4%. Savings on compensation costs are estimated at several tens of millions of dollars, according to Lyne Vézina, director, road safety research and strategies with the Société de l'assurance automobile du Québec. Heightened police presence was an important contributing factor in the road safety improvements.

Encouraging Results for 2008 Roadcheck

CCMTA is pleased to report that 82% of commercial vehicles passed this year's Roadcheck inspection, demonstrating the high level of mechanical fitness of Canada's truck and bus fleet. The annual roadside safety inspection blitz was conducted across North America June 3-5 by enforcement agencies in Canada, the United States and

Mexico. The event is coordinated by the Commercial Vehicle Safety Alliance (CVSA) in partnership with CCMTA member jurisdictions.

In Canada, over the three-day event, 7,351 vehicles and drivers underwent full inspections for mechanical and driver fitness. Of those, 6,013 vehicles and 7,073 drivers passed CVSA's rigorous roadside inspection criteria. Inspectors issued 6,558 new decals to individual trucks, trailers and passenger-carrying vehicles across Canada, signifying CVSA's highest degree of safety and mechanical fitness.

In total, 1,289 trucks, 49 passenger-carrying vehicles and 278 drivers were placed out of service (OOS) for various safety defects and violations. An OOS condition can occur for infractions as simple as a rear signal light not working to the extreme of faulty steering or brakes. Other defects include wheels, tires, frame and load security. In many cases, drivers are able to make the necessary adjustments on site, are re-inspected and continue on their trip. Consistent with previous years, a total of 3.8% of drivers were placed OOS for log book, driver qualification or paperwork problems.

This year's OOS rate of 18.2% is slightly better than last year's figure of 18.5%, and continues a steady, overall downward trend in the OOS rate over the past 10 years. See CCMTA's Web site (www.ccmta.ca) for details.

Across North America, this year's rate of 23.9% OOS was the lowest in two decades. Faulty brakes continue to be the dominant source (52.6%) of vehicle defects uncovered during the inspections.

Restricted Class A Licence in Ontario

Ontario has tightened licensing standards for tractor-trailer drivers. Effective June 16, Class A licence applicants are required to pass their road tests using tractor-trailers of like size. Drivers who pass a Class A road test using smaller, less complex vehicles like a pickup truck and recreational trailer, will receive a restrictive Class A licence that effectively prevents them from operating a full-size tractor-trailer, a vehicle pulling double trailers and a vehicle pulling a trailer with air brakes. Drivers with the restricted Class A licence will not be allowed to instruct others on a vehicle that requires full Class A driving privileges. Ontario drivers returning from out-of-province will be prevented from using the licence exchange process to remove the restricted Class A licence condition. Drivers are now permitted to exchange an equivalent licence from another province or territory for an Ontario Class A licence without taking written or road tests. Ontario is the only Canadian jurisdiction with a restricted Class A licence condition.

CVSA Planning an EOBR Symposium

A symposium on electronic on-board recorder (EOBR) technology is being planned by CVSA for December 2-4, 2008, in Minneapolis. The event will be co-sponsored by CCMTA, and CCMTA members and associates are invited to attend. The event will showcase existing and emerging EOBR technologies, review international experience and explore regulatory and enforcement issues through plenaries, workshops and technology demos.

Admittedly, the regulatory environment has not kept pace with the evolution of commercial vehicle operations. On-board log book technologies have the potential to greatly improve commercial vehicle safety, enforcement and overall motor carrier compliance, and the event should provide valuable information towards developing performance-based regulations integrating traditional roadside enforcement with new technology.

The symposium fits in well with the work of CCMTA's Project Group on Electronic Log Book Enforcement, tasked with developing an enforcement protocol to guide roadside personnel in the use of EOBR for compliance purposes.

Several jurisdictions – including ON, QC, SK, BC and MB – volunteered to participate in the group, as have industry reps and EOBR vendors/manufacturers. The next phase of work will involve the development of an integrated EOBR policy to support HoS, Trip Inspection and other NSC regulatory requirements...



PHOTO: Jacques Des Becquets

The ABCs of CDLA/DLA DL Standards featuring WHTI, REAL ID and EDL – Part II: EDL Update

In the Winter 2008 edition of *CCMTA News*, we gave an overview of issues surrounding new driver licence (DL) standards including CDLA (Canadian Driver Licence Agreement), DLA ([U.S.] Driver License Agreement), EDL (Enhanced Driver Licence), REAL ID and WHTI (Western Hemisphere Travel Initiative). The story was aimed at helping readers understand the differences and similarities between the DL card and production standards, and how the various standards fit together.

The CDLA strengthens the integrity and security of DLs in Canada by incorporating new security and ID standards. There will be additional requirements for those jurisdictions wishing to pursue standards beyond those of CDLA to produce an EDL and implement the provisions of the WHTI and the SPP (Security and Prosperity Partnership of North America). A number of jurisdictions have expressed interest in programs to evaluate an EDL for use in crossing the U.S.-Canada border.

As a follow-up to this item, D&V held a roundtable discussion on EDLs in May, allowing committee members to provide information on activities or developments within their jurisdictions. All 13 jurisdictions provided updates with four (ON, BC, MB and QC) indicating some activity; five (SK, NS, NB, PE and NL) indicating reviews were scheduled to take place; and four (AB, YT, NT and NU) noting no immediate activity underway.

Jurisdictions' Status on EDL as of May 2008

BC has developed an optional EDL authorizing holders to drive and serving as an alternative to a passport for entry by land or water from Canada into the United States under the WHTI. The first phase of the program began in January 2008: 500 EDLs were offered at two Driver Services Centres. Eligibility was limited to Canadian citizens who were born in BC, and who hold a valid BC birth certificate and a valid BC driver licence. This initial phase will allow the governments of Canada and BC to test the effectiveness of the program. Based on the results, the program could be extended to all Canadian citizens residing in BC.

AB No formal announcements from the AB government and no immediate plans for an EDL.

SK Under review. EDL/EID (Electronic Identification) may be part of a computer system upgrade, but no formal approvals or announcements from government at this time.

MB Legislation is being planned for ID card, EID and EDL by year-end 2008.

ON ON government announced on June 3 the introduction of legislation that would allow Ontarians to use an EDL as an alternative to a passport when crossing the Canada-U.S. border by land and sea. If passed, implementation is planned for winter 2008-2009.

QC In December 2007, QC Premier Jean Charest announced that an EDL (*Permis de conduire Plus*) will be offered on a voluntary basis to the citizens of QC in December 2008. Legislation allowing QC to issue such a licence has already been passed.

NB Jurisdictions in Atlantic Canada will review EDL as a group. Next steps are a white paper and a business plan for review.

NS Jurisdictions in Atlantic Canada will review EDL as a group. Next steps are a white paper and a business plan for review.

PE Jurisdictions in Atlantic Canada will review EDL as a group. Next steps are a white paper and a business plan for review.

NL Jurisdictions in Atlantic Canada will review EDL as a group. Next steps are a white paper and a business plan for review.

YT No formal announcement from YT government. New DL to be designed; could easily be upgraded to EDL.

NT No formal announcement or immediate plans from NT government.

NU No formal announcement or immediate plans from NU government.

NAIC 2008 Set for Houston

Roadside inspectors are highly-trained professionals who save lives every day by keeping unsafe commercial vehicles and drivers off the roads. The work of a commercial vehicle inspector is not easy and is one of the most vital in public safety. Each year, the best of the best participate in the North American Inspectors Championship (NAIC), organized by the Commercial Vehicle Safety Alliance (CVSA). This year's competition is planned for August 18-24 in Houston, Texas.

As part of the event, competitors participate in a number of timed tests and challenges designed to showcase their knowledge of commercial vehicle safety, as well as their professionalism and interpersonal skills. NAIC is considered extremely valuable for uniformity and recognition of our Canadian program within the North American context. This year's competition will see Canadian contestants from BC, AB, SK, MB, ON, QC and NB. Canadian competitors have won four of the last seven annual championships. We wish them luck and hope this good showing continues!

Accessible Parking Permit for Motorcycles in Ontario

Ontario is making it easier for people with disabilities to use their motorcycles. As of May 26, motorcyclists have a new visible accessible parking permit sticker to place directly on their licence plate. The new sticker will complement the existing placard permit. Instead of leaving the permit on their motorcycle – which is a privacy and theft concern – motorcyclists will now be required to carry the permit with them and may need to present it if asked by an enforcement officer. Ontario's accessible parking permit supports the McGuinty government's commitment to make Ontario fully accessible by 2025.

New Members

Marc Brazeau
President
Automotive Industries Association (AIA)
of Canada
Ottawa, ON

Richard Cabot
Transportation Safety Advisor
North American Construction Group
Acheson, AB

Ronald Carr
President & CEO
New Brunswick Safety Council
Fredericton, NB

Julie Casaubon
Coordinator, Compliance & Legal Affairs
Association du camionnage du Québec
(Quebec Trucking Association)
Montreal, QC

Andrew Creaser
Partner
The Barrington Consulting Group Inc.
Halifax, NS

Mark Irwin
Terminal Manager
Bison Transport Inc.
Mississauga, ON

Harold Kocken
Manager, National Motor Vehicle Group
BearingPoint
Springfield, VA

Paul Landry
President & CEO
British Columbia Trucking Association
Langley, BC

Bill McNeice
President
Associated Canadian Car Rental
Operators (ACCRO) Services
Milton, ON

Lynn Nichol
President
Nichol Commercial Licencing (NCL) Inc.
Winnipeg, MB

Ms. Jackie Norman
President & CEO
Safety Services Nova Scotia
Halifax, NS

Reg Phillips
Technical Director
Vehicle Security Installation Bureau
(VSIB) Inc.
Brantford, ON

Mohammed Siddiqui
Vice-president, Government & High
Security
OpSec Security Inc.
Lancaster, PA

Dan Squigna
General Manager
Miller Transit Limited
Markham, ON

People in the News

Sherry Wolf, Vice-president, Auto Fund Division, SGI, was appointed CCMTA's President, effective May 16. Ms. Wolf has served on CCMTA's Board of Directors since 2004.

The new Minister of Transportation for the Northwest Territories is the Hon. **Michael McLeod**.

Susan Lo now chairs the Standing Committee on Road Safety Research and Policies (RSRP). Lo is Director of the Safety Policy and Education Branch at the Ontario Ministry of Transportation. **Kent Speiran**, Manager, Asset Management at the Nova Scotia Department of Transportation & Infrastructure Renewal, is RSRP's vice-chair...

Susan McCracken, Deputy Registrar of Motor Vehicles at the New Brunswick Department of Public Safety, has been named chair of the Standing Committee on Drivers and Vehicles (D&V), while **Mark Francis**, Manager of Provincial Vehicle Registration and Licencing at the Insurance Corporation of British Columbia (ICBC), becomes D&V's vice-chair.

Calendar of Events

Cargo Securement Harmonization Public Forum

September 9, 2008

CVSA Annual Conference

September 10-15, 2008

Winnipeg Convention Centre

Winnipeg, MB

Brake Safety Week 2008

September 21-27, 2008

CCMTA Road Safety Forum

September 30 - October 1, 2008

CCMTA Fall Meetings

October 2-3, 2008

Delta Ottawa Hotel

Ottawa, ON

CCMTA Board of Directors

December 1-3, 2008

Delta Ottawa Hotel

Ottawa, ON

EOBR Symposium

December 2-4, 2008

Minneapolis, MN

CCMTA Annual Meeting

May 10-14, 2009

Regina, SK

Transports of Delight

The World's Most Expensive Licence Plate

A property developer from the United Arab Emirates has paid \$14 million for a personalized licence plate bearing the number "1". It was the first number plate issued by the Abu Dhabi Police Department, which last year produced an alternative line of red-bordered licence plates to be exclusively auctioned off for charity. These red plates have become a status symbol in the UAE, with low or unique numbers signaling the wealth and prestige of the driver behind the wheel. A Porsche or Ferrari will be custom-built to bear the plate at a fraction of what it cost to buy it. Until then, the No. 1 prize will remain locked in a safe at the proud owner's family home. – *from The Globe and Mail, February 18, 2008*

Passenger "Moons" at Speed Camera

A front-seat car passenger was photographed baring his backside at a speed camera in Northumberland (England), *BBC News* reports. The "mooning" man was snapped by the mobile camera as the BMW X5 drove through the village of Cramlington. The passenger's behaviour was labelled as "dangerous and offensive" by road safety campaigners. Police may take action against the man for offence against public order and not wearing a seatbelt. The driver will not face prosecution as no driving offence was committed. Still, it's a safe bet the officers would like to give the passenger a whack or two across the backside!

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