

CCMTA

news

Newsletter of the Canadian Council of Motor Transport Administrators

Message from CCMTA's President

Changes Are Coming to CCMTA, New Full-Time Executive Director Hired

I am pleased to be providing my first message to you as Chair of the CCMTA Board and I very much look forward to my role in serving the organization this next year.

As many of you are aware, the CCMTA Board is leading a process of transforming our business model to ensure that we can provide timely and effective support to our members and to the Council of Deputy Ministers Responsible for Transportation and Highway Safety.

Transformation and business renewal are necessary to ensure success in our future road safety vision; effectively promote harmonization of policies, programs and practices; more effectively gather and disseminate business intelligence; and become more responsive to emerging issues and trends in highway transportation and safety.

We are truly fortunate to have an organization made up of many capable individuals, standing committees, working groups, task forces and a highly dedicated Secretariat staff. As an organization, our foundation is our people, and we have an exceptionally strong foundation from which to evolve.

As a first step in this renewal process, standing committees were requested to narrow their priorities and focus attention on successfully concluding projects and resolving current priority issues. This is to ensure that we are results-focused and better able over the

long term to address the many issues and projects requiring attention. Standing committees will also set their agendas and bring their activities into alignment to achieve the goals of the Road Safety Plan.

To effectively support CCMTA and position the organization for future success will require an expanded and greater strategic role for the CCMTA Secretariat. A full-time Executive Director will be tasked to lead this business renewal and continue the many valuable functions currently performed by our very capable and dedicated Secretariat staff.

Over the past several months, a recruitment process was undertaken, led by a Board search committee comprised of Chuck O'Donnell, Sherry Wolf and myself, assisted by the executive search firm of Odgers Berndtson. I am pleased to report that this process has been concluded and that Allison Rougeau was the successful candidate. Allison is bilingual, holds a Master of Business Administration and is currently Executive Director of the Canadian Apprenticeship Forum. Allison is a thoughtful



Steve Martin, Superintendent of Motor Vehicles, British Columbia Ministry of Public Safety and Solicitor General

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CCMTA's Annual Meeting in Fredericton: A Resounding Success!

New Brunswick, home to a unique mixture of languages and cultures, combined with the natural beauty of its maritime scenery and the world's highest tides, was a wonderful location in which to host CCMTA's 2010 Annual Meeting.

We are pleased to report an impressive turnout of almost 260 delegates and companions. CCMTA is also pleased to have hosted 35 sponsoring organizations and a near sell-out exhibition with booths occupied by 23 exhibitors.

Representatives of several police forces were on hand to launch the 2010 Canada Road Safety Week. For the fifth consecutive year, police forces seized the opportunity to bring the safety message home before a "captive audience" of like-minded road safety partners.

The heavy agendas for the business sessions of CCMTA's Standing Committees and Board of Directors resulted in progress being made on many important road safety initiatives, reported elsewhere in this issue.

CCMTA's annual awards were presented to several individuals deserving of recognition. See page 5 for a group shot of this year's award recipients.

CCMTA thanks everyone involved – including delegates, exhibitors, sponsors and companions – for their participation at this year's event.

Planning is already underway for the 2011 CCMTA Annual Meeting, to be held May 15-19 in Victoria, British Columbia.

See you there!



Outgoing CCMTA President Charles O'Donnell welcomed everyone to the 2010 Annual Meeting during the Opening Session at the Delta Fredericton Hotel.

Thanks to the Local Team!

The convivial and highly efficient volunteer staff from the New Brunswick Department of Public Safety and Service New Brunswick worked diligently and successfully to host CCMTA's 2010 Annual Meeting in Fredericton.

The help of the local staff is essential to hosting a successful meeting, and this year's event ran especially smoothly.

CCMTA extends a Bay of Fundy-sized "thank you" to one and all!

Thank You, Sponsors!

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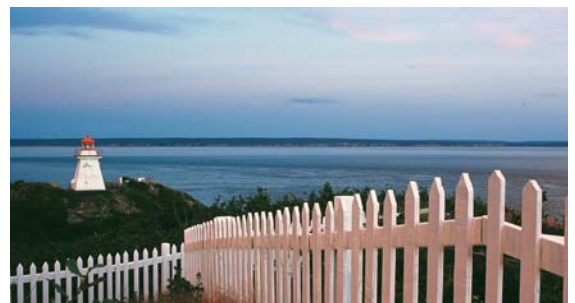
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Message from CCMTA's President

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and pragmatic leader with a particular strength in facilitating organizational renewal and strategic direction. She is keen to transition into her new position and looks forward to meeting as many of you as possible over the coming months. Please join me in welcoming Allison to CCMTA!

On behalf of the Board, I would also like to extend our sincere thanks to Audrey Henderson for stepping up as Interim Executive Director over the past several months. Audrey has done a superb job and will continue to play a vital role within the Secretariat. Audrey will continue her Interim Executive Director role until Allison joins us in October.

It is the Board's goal to continue to evolve CCMTA into a more dynamic organization and to take a leadership role in transportation safety and administration in Canada. I am personally looking forward to the upcoming year and continuing to build on the excellent work of our immediate past Board Chair, Chuck O'Donnell, in increasing our profile with the Council of Deputy Ministers, and nurturing important relationships with our stakeholders and with our U.S. counterparts in the American Association of Motor Vehicle Administrators (AAMVA), the Federal Motor Carrier Safety Administration (FMCSA) and the Commercial Vehicle Safety Alliance (CVSA).

I am also pleased to report that CCMTA is now ready to take a new Road Safety Plan for Canada to the Council of Ministers in September. Subsequent to this meeting, we will have more information to share with the road safety community.

Finally, please ensure that you set aside time in your calendars for the 2011 CCMTA Annual Meeting, which will be held in Victoria May 15-19. The theme of next year's Annual Meeting is *Progress through Partnerships*. British Columbia is honoured to host this

important event and we look forward to seeing a great turnout of members and partners from across North America – and beyond.

I would very much like to thank Chuck and his New Brunswick team for their warm hospitality at the Annual Meeting in Fredericton this past May. I'd also like to extend a big thanks from all of us to the CCMTA Secretariat staff for their capable support in organizing this important event.

I look forward to working with you all this coming year.



Standing Committee Meeting Changes Are Coming

Members attending the fall standing committee meetings will notice some differences from previous years in the format and structure. As noted in Steve Martin's message, committee meetings will reflect a move from workshop-style meetings to decision-making, with a strong emphasis on priority projects.

The "new look" meetings will be different in several ways. The agendas will be shorter and place a greater emphasis on priority projects. New projects under consideration will require a more detailed business plan which identifies the rationale, benefit, cost, level of effort and timelines.

Standing committees will update their agendas to bring their activities into alignment to achieve the goals of the Road Safety Plan. The Secretariat staff role will also change as they will prepare status reports in cases where no decisions are required for ongoing work.

Tentative agendas for the meetings will be available in mid-September.

National Year of Road Safety 2011: On the Horizon

The Canadian Global Road Safety Committee (CGRSC) is continuing its planning work to kick off a National Year of Road Safety in January 2011.

The Year's overall goal is to promote road safety and support the launch of a new road safety successor plan where Road Safety Vision 2010 leaves off.

This special year will also coincide with the proclamation by the United Nations General Assembly of the first "Decade of Action for Road Safety 2011-2020".

The CGRSC is made up of Canadian injury prevention and road safety professionals, including CCMTA.

More information on the work of this committee can be found at www.hookedonroadsafety.ca.

Amendment of NSC Standard on Cargo Securement

New provisions for the requirement to use tiedowns which are rated and marked with their working load limits, as well as for automatic tensioning devices that secure logs loaded crosswise, came into effect on January 1st this year.

The intent of the changes was agreed to as part of the original 2004 standard. The formal amendment to National Safety Code Standard 10 to reflect these changes, along with some additional minor revisions, is now being prepared for review by the provinces and territories. Work is expected to be completed in the fall. The changes will then be presented to the Council of Ministers Responsible for Transportation and Highway Safety.

To ensure a smooth transition and give manufacturers more time to prepare, the new requirement will be phased in over a 12-month period ending December 31.

Jurisdictions Asked to Exempt Mandatory Seat Belt Use on Motor Coaches

CCMTA's Board of Directors agreed at its May 2010 meeting that all jurisdictions should consider a vehicle-type or vehicle registration class exemption, where appropriate, that relieves all passengers, regardless of age, from the obligation of wearing a seat belt if the vehicle is equipped with these devices.

This recommendation from the RSRP Standing Committee is aimed at alleviating the motor coach industry's concerns over drivers being held responsible for ensuring passengers 16 years of age and under are wearing their seat belt. The current practice of the driver being required to wear a seat belt would be maintained.

Seat belts are currently not required to be installed in motor coaches under federal bus manufacturing standards. However, the motor coach industry has indicated there is evidence of increasing demand from the public for these vehicles to be equipped with seat belts. Moreover, it has been suggested that tour companies from overseas are looking to charter motor coaches with seat belts installed.

In many jurisdictions, the law requires a passenger to wear a seat belt if one is provided, regardless of the vehicle type or registration class. As a result, the motor coach industry is concerned that its members are declining to purchase new coaches with seat belts due to the responsibility placed upon the driver to ensure passengers are buckled up – specifically those under 16 years of age.

Subsequently, new coaches with 20-year-plus life spans continue to be sold on the market in Canada – without seat belts. When purchasing new coaches, a bus company must weigh the safety benefits of seat belts against the risk of their drivers or passengers facing charges for seat belt use violations. Motor coach manufacturers and operators believe

that the outdated seat belt laws are inhibiting the industry's voluntary measures to install seat belts on their vehicles.

The U.S. Department of Transportation Motor Coach Safety Action Plan includes an action to initiate a rulemaking for the installation of seat belts in motor coaches.

Transport Canada is currently analyzing the results of crash tests to determine the effectiveness of seat belts on motor coaches, and thus it is likely that Canada will follow suit.

CCMTA's National Occupant Restraint Program (NORP) Task Force, which has considered this issue over the last year, is cognizant that there is no perfect solution in terms of relieving all involved with some degree of liability and simultaneously ensuring that all passengers, young and old, are restrained properly in order to travel safely.

Planning Proceeds for 2010 National Day of Remembrance for Road Crash Victims

The Canadian Global Road Safety Committee (CGRSC) will hold its third annual National Day of Remembrance for Road Crash Victims on November 17 in order to pay tribute to the victims of collisions and raise public awareness of the number of dead and injured on our roads and highways. Commemorative events will take place nationwide on the third Wednesday in November.

November 17 is your opportunity to remember the victims, and to express your support for the cause of greater road safety in Canada.

For news and activities planned to support this year's National Day of Remembrance for Road Crash Victims in Canada, please visit www.rememberroadcrashvictims.ca.

Vehicle Strategy Overview Group Update

The Vehicle Strategy Overview Group (VSOG), which manages all vehicle projects for D&V and is currently led by chair Mark Francis of ICBC, appointed Brian Rapinchuk of Manitoba Public Insurance as a new co-chair.

Mr. Rapinchuk replaces Mitch Fuhr who is now responsible for driver licensing activities at Alberta Transportation.

Mr. Francis noted at D&V in May that VSOG – having recently completed work on a Right Hand Drive (RHD) Best Practices Guide, updated the Stolen and Wrecked Vehicles Monitoring Program and drafted the Excessive Motorcycle Exhaust Noise Model Law (all reports are available at www.ccmta.ca) – is now focusing its efforts on a national standard for Excessively Raised Vehicles (ERVs) and a Best Practice Guide for Managing Motorized Personal Mobility Devices (MPMDs).

Mr. Francis noted the MPMD best practices document has been completed and is currently being shared for consultation with other organizations of transportation experts, law enforcement agencies and the medical community. The group is planning on delivering a final draft for CCMTA's fall meetings.

With respect to ERVs, the technical working group has faced many challenges and has now developed recommendations for a single management/measurement protocol using frame height for determining acceptable altered ride height limits for raised vehicles. It is expected consultation with industry associations will take place over the summer.

A final best practice document will be delivered to the Standing Committee on Drivers & Vehicles at CCMTA's fall meetings.

Congratulations to Our 2010 Award Recipients!

Every year, CCMTA presents Annual Awards to well-deserving individuals for their invaluable contributions to the organization over the past year. CCMTA congratulates the following award recipients (*from left to right in photo below*), whose dedication and service were recognized during the Provincial Banquet at this year's Annual Meeting.

President's Award: **Charles O'Donnell**, Registrar of Motor Vehicles, Motor Vehicle Branch, New Brunswick Department of Public Safety, and outgoing CCMTA President

Distinguished Service Award: **Susan McCracken**, Deputy Registrar of Motor Vehicles, Motor Vehicle Branch, New Brunswick Department of Public Safety, and outgoing Chair of CCMTA's Standing Committee on Drivers and Vehicles

Jennie Howie Government Member Award: **Paul Gobeil**, Service du transport routier, Société de l'assurance automobile du Québec

CCMTA-Police Partnership Award: **Michel Desgagné**, accepting on behalf of Service de Police de la Ville de Québec

Associate Member Award: **Li Liu** (*inset*), Assistant to the President, Technical Standards & Compliance, and **Luc Fournier** (*not in photo*), Director of Policy & Government Relations, Motorcycle & Moped Industry Council, Toronto



CCMTA Annual Awards Celebrates 15 Years!

In 1995, CCMTA launched two annual awards for government and industry representatives in recognition of outstanding contributions to the organization. Below are the award recipients since 1995.

Government Member of the Year Award

1995: John Hughes (ON)

1996: Kim Devought (ON)

1997: Jean Talbot (QC)

1998: Ben Mikkelsen (BC) /
Reg Common (SK)

1999: Derek Sweet (TC)

2000: Janice Schmidt (BC)

2001: Kwei Quaye (SK)

2002: Paul Boase (TC)

2003: Perry Therrien (BC)

2004: Roger Clarke (AB)

2005: Brian Orrbine (TC) /
Paul Gutoskie (TC)

In May 2005, the CCMTA Board was proud to rename the Government Member of the Year Award the Jennie Howie Government Member Award in honour of Jennie Howie, longtime Board and RSRP Standing Committee member from the Yukon, who passed away in January 2005.

Jennie Howie Government Member of the Year Award

2006: Jennifer Kroeker-Hall (BC)

2007: Carolyn Burggraaf (NL) /
Claude Gélinas (QC)

2008: Shannon Ell (SK)

2009: Mark Francis (BC)

2010: Paul Gobeil (QC)

Associate Member of Year Award

1995: Herb Simpson (Traffic Injury
Research Foundation)

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Motorcycle Exhaust Noise Work to Be Completed within a Year

In May 2010, D&V and CCMTA's Board approved the final version of a model law on motorcycle exhaust noise. This is significant, not only because excessive motorcycle noise is one of the biggest complaints that police forces receive from the general public, but also because the work has gone from a concept to a final product in less than 12 months.

The work was kicked off in May 2009 with a presentation by Luc Fournier of the Motorcycle and Moped Industry Council (MMIC), who delivered a presentation on the development of a new standard for noise emission testing, referred to as SAE J2825.

Following the establishment of a CCMTA project group, originally led by Mitch Fuhr of Alberta Transportation – which included representatives from MMIC and law enforcement agencies – roadside testing was carried out in four provinces (AB, MB, NB and NS) on more than 147 motorcycles in order to evaluate and establish a successful test protocol for a roadside stationary test based on SAE J2825.

Through the winter of 2009-2010, a drafting group led by Jerry McKenna, the CCMTA Legal Services Committee member from AB – in partnership with the motorcycle industry, rider associations, law enforcement, motor vehicle administrators and legal advisors – drafted the model law and a best practices guide that can now be used consistently across Canada by all jurisdictions and their respective police departments. A copy of the model law is available at www.ccmta.ca.

Luc Fournier and Li Liu from MMIC also received CCMTA's 2010 Associate Member Award for their work and assistance in bringing this project to a successful conclusion. (See *2010 Award Recipients story on page 5.*)

Few Changes to Foreign Driver Licence Arrangements

The results of the annual survey of Foreign Driver Licence Arrangements presented to D&V in May show the status of reciprocity arrangements by jurisdiction, with foreign jurisdictions in the form of an easy-to-read table.

Also slated for 2010 is an update on driver licence reciprocity with Canadian jurisdictions and American states. Twenty-six U.S. states provide full reciprocity (no knowledge and no road test required), while nine states provide partial reciprocity (no road test required, but a knowledge test is mandatory) and 16 states offer no reciprocity.

When compared with 2008 data, partial reciprocity decreased by three states, while full reciprocity increased by one state and no reciprocity increased by two states. Two states and the national capital district changed their status as follows – District of Columbia: from partial to full reciprocity; Idaho: from partial to no reciprocity; Utah: from partial to no reciprocity.

The small number of changes compared to previous surveys is encouraging as concerns were expressed that reciprocity might be declining in a post-9/11 environment.

2009 Rural Seat Belt Survey Results Show Big Increase in Usage

At the May 2010 CCMTA Annual Meeting, RSRP Standing Committee members were presented with the results of the 2009 Rural Seat Belt Survey, jointly sponsored by CCMTA and Transport Canada. The rural survey was carried out at 252 sites across Canada from September 15 to 21. In all, 22,642 vehicles were examined: 42.1% of these vehicles were passenger cars, 26.8% minivans and SUVs, and 31.1% pick-up trucks. The number of vehicle occupants surveyed totaled 30,831. The rate of rural seat belt wearing rose in

2009 over 2006 for passenger cars (from 90.4% in 2006 to 93.1% in 2009); minivans and SUVs (from 90.2% in 2006 to 94.4% in 2009); and light pick-up trucks (from 81.9% in 2006 to 89.7% in 2009).

Rates of seat belt use increased for both genders: while 87.6% of males wore seat belts in 2006, that percentage rose to 91% in 2009. As for females, their rate of use rose from 92.9% in 2006 to 94.5% in 2009. There was an overall increase in seat belt usage for all age groups as of 2006. In summary, the rural seat belt wearing rate was 86.9% in 2004, 88.3% in 2006 and 92% in 2009. Young drivers' unwillingness to wear seat belts is still a concern, although back-seat wearing rates improved from 81.5% in 2006 to 89.1% in 2009.

The national seat belt survey is an important tool in measuring the success of CCMTA's National Occupant Restraint Program (NORP). The 2009 rural seat belt survey results will be combined with the upcoming 2010 urban seat belt survey so that a national usage rate can be established in 2011.

2009 Road Safety Monitoring Reports Now Available

Several RSRP Standing Committee task forces and expert working groups presented their annual monitoring reports this past May.

The annual reports outline jurisdictional progress on key recommendations found in each of the group's strategies.

The reports that were presented are posted on CCMTA's website (www.ccmta.ca). These are the National Occupant Restraint (NORP) Monitoring Report, the Speed and Intersection Safety Management (SISM) Monitoring Report, the Strategy to Reduce Impaired Driving (STRID) Monitoring Report, the annual STRID Fatigue Monitoring Report, and the first annual STRID Distraction Monitoring Report.

Jurisdictions Getting Ready to Sign on to CDLA

Over the last six months, the Implementation Working Group of the Canadian Driver Licence Agreement (CDLA), led by Harold Blaney of the Société de l'assurance automobile du Québec (SAAQ), has been actively assisting the first jurisdictions in preparing to join CDLA. The latest survey carried out in May indicates a number of jurisdictions would be ready to join and implement in January 2011.

In reporting to D&V in May 2010, Mr. Blaney noted some significant work had been done to assist jurisdictions, including:

- The development of a *CDLA Entry Compliance Report* and an updated *Notice of Joinder* produced as part of a response to D&V requests in November 2009 to create a more formal process for entry and to give jurisdictions an audit tool to check their compliance status prior to entry.
- An update of the Acceptable Verifiable Resource List (AVRL) to make the document more flexible for possible future changes.
- The completion of updated driver licence (DL) card standards. The original CDLA card standards (based on the "Canadianized" CCMTA version of the AAMVA 2005 card standard) will remain as a minimum standard for jurisdictions to enter the CDLA and any new AAMVA standards will be developed with CCMTA participation, and referenced as a best practice.

To be compliant with the CDLA, jurisdictions must have in place more than 50 specific processes in their DL issuance or DL exchange processes. In many cases, these require legislative, computer and procedural changes.

A meeting will be held immediately prior to the fall D&V meeting to allow jurisdictions to address any outstanding implementation compliance exceptions, gaps and interpretation discrepancies to facilitate the entry of those jurisdictions

planning to join CDLA in 2011. The CDLA enhances the existing CDLC (Canadian Driver Licence Compact) signed in 1990.

The CDLC currently allows for the exchange of driver licences and conviction information between Canadian jurisdictions and assists drivers when they relocate from one jurisdiction to another.

The new CDLA includes enhancements to both driver's licence administration and identification security.

FMCSA/CCMTA Meeting in the Works

CCMTA and FMCSA (U.S. Federal Motor Carrier Safety Administration) officials will meet in Washington, D.C., August 23-25 for a roundtable discussion of several Canada-U.S. transborder issues and areas of mutual interest.

The agenda is wide-ranging and includes the U.S. Comprehensive Safety Analysis and its impact on Canadian motor carriers, safety rating reciprocity and data exchange, electronic on-board recorder developments, medical standards reciprocity, fatigue management and distracted driving.

CCMTA Board Chair Steve Martin will head the Canadian delegation, which will include CRA Chair Peter Hurst, among others.

While in the U.S. capital, Mr. Martin will take the opportunity to visit with officials representing the National Highway Traffic Safety Administration (NHTSA), the Commercial Vehicle Safety Alliance (CVSA), the International Registration Plan (IRP) and the American Association of Motor Vehicle Administrators (AAMVA).

We look forward to reporting on developments at the fall meetings.

TDG Certification for U.S. Drivers

The issue surrounding recognition of U.S. drivers' HazMat training certification in Canada has now been resolved satisfactorily.

Transport Canada's Transportation of Dangerous Goods (TDG) Directorate has agreed to continue accepting the State-issued HazMat endorsement on the (U.S.) Commercial Driver's License (CDL) as proof of training when transporting dangerous goods in Canada.

The agreement will be documented through a formal exchange of letters between TDG and the U.S. Federal Motor Carrier Safety Administration (FMCSA).

At a January meeting of Canada/U.S. officials held as part of the Cooperative Hazardous Materials Enforcement Development (COHMED) Program in San Antonio, Texas, it was agreed a letter between the U.S. Department of Transportation/FMCSA and Transport Canada should be written to formally document the mutual recognition of each country's training requirements.

The letter also states that in cases where an inspector, during his regular duties, believes on reasonable grounds that the person transporting the dangerous goods may not meet the training requirements, the inspector would further verify the training through a request for a copy of the certification required in 172.704(d)(5) of the 49 Code of Federal Regulations (CFR) or seek further information on that driver's qualifications.

The Board is very pleased with this development and has expressed its thanks to CRA and CRA chair Peter Hurst, officials from FMCSA and Transport Canada's TDG Directorate, as well as Federal/Provincial Task Force co-chair Alf Brown and task force members for their efforts in bringing the issue to closure.

Federal Government Invests in Transport Canada's Motor Vehicle Test Centre

Transport Canada's Motor Vehicle Test Centre (MVTC), located in Blainville, Quebec, is being modernized and its capacity expanded to allow for motor coaches and school buses to be crash-tested and moving-car-into-moving-car and rollover collisions to be carried out. Once the expansion has been completed by March 2011, the MVTC will be the only vehicle test facility of its kind in North America.

The project, which began in June 2009, is being funded through the Government of Canada's 2009 Economic Action Plan. It is the largest single investment in the MVTC since its construction over 30 years ago. The modernization includes a new 200-meter acceleration test track coupled

with a 100-meter parallel track to allow for high-speed and moving-car-to-moving-car frontal/rear crash-testing at varying offsets; a new 100-meter test track installed at a 90-degree angle to the main track, to carry out moving-car-to-moving-car perpendicular, side-impact crash tests and rollovers; a 100-meter adjustable track to allow for moving-car-to-moving-car oblique side-impact crash tests; and a new pedestrian laboratory to evaluate the protection of vulnerable road users.

The new facility will play a major role in advancing motor vehicle safety and promoting the development of expertise in occupant and pedestrian safety for the next 30 years.

Transport Canada Promotes the Use of Electronic Vehicle Safety Technologies

CAA-Quebec expert drivers demonstrated the use of electronic vehicle safety technologies in a live road safety demonstration at Transport Canada's Motor Vehicle Test Centre (MVTC) in Blainville, Quebec, in June. Four systems were tested:

- **Electronic Stability Control (ESC)** is a crash avoidance system found on many recent vehicles. ESC helps you stay in control of your vehicle when you need to swerve or brake suddenly to avoid an obstacle.
- **Warning and Emergency Braking Systems** detect the danger of your vehicle colliding with the vehicle in front of you. In the event of a potential collision, the systems warn you about the danger, and if you take no action, the technologies activate the brakes and can apply seatbelt pretension to avoid or mitigate the severity of a collision.
- **Blind Spot Monitoring** helps you avoid a crash with a vehicle in another lane by continuously screening the blind spots on the sides of your vehicle to

alert you to the presence of other vehicles.

- **Lane Support Systems** monitor the position of your vehicle and can assist and warn you when you unintentionally drift out of your lane or when you change lanes suddenly.

The Blainville event was cosponsored by Transport Canada, the Canadian Automobile Association and the Fédération internationale de l'automobile's FIA Foundation. Providing information on the importance of these technologies were seven-time Formula One Drivers' Champion Michael Schumacher and legendary Canadian racing driver Jacques

B.C. Adopts Canada's Toughest Impaired Driving Penalties on September 20

Police across British Columbia will be out in force in September armed with the toughest laws and penalties in the country to get impaired drivers off the roads faster and for longer periods of time. The new penalties are in response to an increase in drunk driving offenses, which went up 18% from 2008 to 2009. Come September, drinking drivers can lose their driver's licence, have their vehicle impounded, and pay costs ranging from \$600 to \$3,750, according to B.C. Solicitor General Michael de Jong. Drivers who provide a failing breath sample above 0.08% blood-alcohol content will face an immediate 90-day driving ban and a \$500 fine. As well, they will have their vehicle impounded for 30 days.

Villeneuve. Also on hand was the Honourable Rob Merrifield, Minister of State (Transport). The more than 150 attendees had the opportunity to hear the experts' professional opinions while watching the demonstration and testing of the safety technologies.



Jacques Villeneuve and Michael Schumacher pose with a drive test dummy at the MVTC in Blainville, Quebec.

A “Spectacular” New Licence Plate for the Northwest Territories

The Northwest Territories Department of Transportation successfully launched its new licence plate on July 2. Retaining the iconic polar bear shape, slightly enlarged to meet Canadian standards for size and reflectivity, the new plate is overlaid with an image representing the Northwest Territories from treeline to tundra under the northern lights. The slogan was changed from “Explore Canada’s Arctic” to “Spectacular Northwest Territories”, reflecting the current NWT Tourism marketing campaign. This is the first change to the Territory’s licence plate since 1986.

The new plate was launched by Transportation Minister Michael McLeod (*at left in photo below*) with a presentation of Plate Number One to Hon. George Tuccaro, the new Commissioner of the Northwest Territories.



“Pride Lives Here”: New SK Licence Plate Promotes CFL Team

Saskatchewan Roughrider fans are renowned for showing their Rider Pride, and Saskatchewan Government Insurance (SGI) has offered a new way for them to do just that! On May 19, in partnership with the Saskatchewan Roughrider Football Club, SGI introduced the province’s first specialty licence plate, pictured below. The plates are a huge hit, with over 10,000 orders flowing in within the first two months. At a price of only \$50 (with \$27 from the sale of each plate going directly to the Rider organization), the plates are very affordable for fans.



Say Hello to Ontario’s Electric Vehicle Incentive Program!

The Ontario government has an ambitious electric vehicle (EV) vision – that one out of every 20 vehicles driven in Ontario will be electrically powered by 2020.

On July 1, the province introduced an EV Incentive Program in which purchasers of Plug-In Hybrid Electric Vehicles (PHEV) and Battery Electric Vehicles (BEV) will be eligible for an incentive ranging from \$5,000 to \$8,500.

EV purchasers can also benefit from



new green licence plates which will allow access to High Occupancy Vehicle (HOV) lanes – even with only one person

in the vehicle – and access to public recharging facilities at GO stations and other Ontario government parking lots.

This project is part of the province’s climate change plan to reduce greenhouse gas emissions and its carbon footprint, and keeps Ontario at the forefront of the evolving clean and green economy.

For more program details, visit <http://www.ontario.ca/electricvehicles>.

Massive Modernization of Licensing and Control System in Ontario

The Ontario Ministry of Transportation (MTO) has announced that consulting firm Deloitte was chosen to provide program and project management support for the modernization of the province's licensing and control system. Project organizers have hired 100 business, IT and project management staff to work on integrating six lines of business that include drivers, vehicles, carriers, information products and services, data modernization of more than 40 million files, and enterprise services which include such "back office" functions as financial payment, stock management and fraud detection.

The integration of business lines will allow for the creation of one record for each client that includes all driving and vehicle information in one file for Ontario's nine million drivers, more than 10 million vehicles, and 85,000

bus and truck carriers. The new technology will enable faster and more secure interactions. On-line services will be significantly increased and records more easily accessible for easy inquiry and management decisions. System changes will be done in a third of the time with less cost, making it faster and less expensive to implement new laws or regulations.

New IT systems are also expected to lead to better customer service at ServiceOntario kiosks and DriveTest Driver Examination Centres.

Consultations with industry leaders on the Motor Vehicle Inspection Station program will conclude this summer and be followed by a second round of work with sector experts on the light vehicle program commencing in the fall, according to MTO's Business Director Linda Dunstall.

PEI Updates its Highway Traffic Act

Last fall, Prince Edward Island's Minister of Transportation and Infrastructure Renewal Ron MacKinley directed that the department complete a review of the *Highway Traffic Act*. The review involved consultations with various stakeholders, including RCMP and municipal police agencies, Crown Attorneys and staff of the Registrar of Motor Vehicles.

In response to the report, the Government of Prince Edward Island confirmed the implementation of the recommendations from the review, which included a suggestion for reorganizing the Act, updating terminology and reviewing language to ensure gender neutrality and clarity.

Government of PEI representatives – including Highway Safety Division management – are working with the Provincial Office of Legislative Counsel to complete an update of the legislation.

The provincial government passed several significant amendments to the *Highway Traffic Act*. Five amendments passed third reading with proclamation in July, representing initiatives toward ensuring safer Island highways.

The Bills include an update to the Schedule of Fines for offences within the Act; the prohibition of the use of Nitrogen Oxide systems on vehicles within the province, and the inclusion of several new offences, including riding in the back of pick-up trucks, stunt driving, racing and excessive speeding. Excessive speed is defined as 50 plus over the posted limit... which now carries a penalty of double the surcharge and fine per kilometer over the limit and the imposition of nine demerit points. For speeds of 60 km/h over the limit, police agencies will also have the authority to impound the vehicle for 24 hours.

Heavy Vehicle Driver Excellence Program Coming into Force in Quebec

The Heavy Vehicle Driver Excellence Program will come into effect in Quebec on January 1, 2011. Drivers who wish to register for the program will be able to do so free of charge.

To be eligible, drivers must not:

- have committed any offence while driving a heavy vehicle;
- have been responsible for an accident while driving a heavy vehicle;
- have accumulated more than three demerit points on their driving record (regardless of the type of vehicle driven) per period of 24 months;
- have been the subject of criminal charges related to driving or their employment duties.

Drivers will be required to complete a registration form available from the Société de l'assurance automobile du Québec (SAAQ) and to return the completed form to SAAQ for analysis. If the drivers qualify, their names will appear on an excellence list that SAAQ will publish on its website.

For more information about the Heavy Vehicle Driver Excellence Program, visit www.saaq.gouv.qc.ca.

New Members

Pascal Bellavance
Environment Canada
Gatineau, QC

Hélène Binet
Canada Motor Importation Inc.
Saint-Benoît-Labre, QC

Jean-François Boulianne
Director, Remote Development Centre
Operation Manager, Canadian
Knowledge Management System
Fujitsu Canada
Quebec City, QC

Luc Durand
National/International Defence
Road Safety
National Defence
Ottawa, ON

George A. Gowing
Chairman
Canadian Council for Importers
Compliance
Piedmont, QC

Alisa Jonas
Business Development
DriverCheck Inc.
Ayr, ON

Gordon Moore
Special Projects
Pacific Western Transportation
Calgary, AB

Emmanuel Morin
Director, Government Affairs
Canadian Wireless Telecommunications
Association
Ottawa, ON

Martyn Peterson
Operations Manager
Canadian National Transportation Ltd.
Concord, ON

Len Poirier
National Representative
Canadian Auto Workers (CAW)
Kitchener, ON

Rick Viventi
Director of Safety
Arrow Transportation Systems Inc.
Kamloops, BC

Doug Wideman
Senior Safety Advisor
Hallmark Tubulars Ltd.
Nisku, AB

People in the News

Nancy Letkeman, formerly Assistant Director, Policy & Research Branch with the British Columbia Ministry of Public Safety and Solicitor General, becomes Manager, Driver Licensing Policy and Driver Training with ICBC (replacing **Jennifer Kroeker-Hall**). Ms. Letkeman is B.C.'s new representative on CCMTA's Standing Committee on Drivers & Vehicles...

At the Quebec Ministry of Transport, **André Meloche** has been named Assistant Deputy Minister of the Politics and Transport Safety Branch, succeeding **Jean-Pierre Bastien**...

Al Kaylo has left the Northwest Territories Department of Transportation (DOT) after four years as Director of Road Licensing and Safety to return to the private sector. (Mr. Kaylo was also a Director of CCMTA's Board.) During his time with DOT, he led several initiatives to improve road licensing services, notably the development of a portable issuing office used in communities without a licensing office and introduction of the new "Spectacular"-themed licence plate.

René Collette, an expert on fraudulent documents recognition who retired from Manitoba Public Insurance (MPI) in April 2009, died suddenly on May 28. He was 56. In 2003, Mr. Collette was tasked with creating and delivering a Fraudulent Documents Recognition Training package for all Manitoba driver licence issuers. His expertise in this area earned him a seat on CCMTA's Document Security Working Group, where he helped to develop a Canadian version of the Approved Verifiable Resource List, which sets Canada-wide

standards for driver's licence identity verification. Besides his work at CCMTA, Mr. Collette was one of only two Canadian Certified Chief Trainers for the American Association of Motor Vehicle Administrators (AAMVA). His last position before retirement was Identity Verification Specialist/Fraudulent Documents Recognition Trainer with MPI. We extend our sympathies to Mr. Collette's family and friends.

CCMTA Annual Awards Celebrates 15 Years!

(continued from page 5)

1996: Graham Cooper (Canadian Trucking Alliance)

1997: John Klintworth (R.L. Polk Canada)

1998: Milt Schmidt (Federal Motor Carrier Safety Administration)

1999: Russ Fiste (Commercial Vehicle Safety Alliance)

2000: Ian Marples (Guardian Interlock Systems Corp.)

2001: Pat Crahan (U-Haul International)

2002: Paul Tamburelli (XTRA Corp.) / Ron Giblin (LienQuest.com)

2003: Ian Williams & Ken Robertson (Datacard)

2004: André Lemaire (Royal Canadian Mounted Police) / Gary Moriarty (Registrar of Imported Vehicles)

2005: Paul Maxmen (R.L. Polk Canada)

2006: Carole Machtinger (Insurance Bureau of Canada)

2007: Patrick Delaney (Petroleum Services Association of Canada)

2008: Christine MacLean (3M Canada)

2009: Stan McNeil (Royal Canadian Mounted Police)

2010: Luc Fournier & Li Liu (Motorcycle & Moped Industry Council)

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Calendar of Events

AAMVA International Conference

August 29 - September 1, 2010

Hilton Saint John /

Delta New Brunswick

Saint John, NB

Brake Safety Week

September 12-18, 2010

CVSA Annual Conference

September 19-23, 2010

Anaheim Marriott, Anaheim, CA

Councils of Ministers and Deputy Ministers Responsible for Transportation and Highway Safety

September 29-30, 2010

Halifax, NS

CCMTA Fall Meetings

November 4-5, 2010

Delta Ottawa Hotel

Ottawa, ON

National Day of Remembrance for Road Crash Victims

November 17, 2010

CCMTA Board of Directors

December 6-8, 2010

Quebec City, QC

Transports of Delight

E-mail Auto-Response Error Ends up on Road Sign

All official road signs in Wales are bilingual, so when officials in Swansea asked the local authority for the Welsh translation of a road sign ("No entry for heavy goods vehicles. Residential site only"), they thought the reply was what they needed.

Unfortunately, the e-mail response to Swansea town council said in Welsh: "I am not in the office at the moment. Send any work to be translated."

So that was what went up under the English version which barred trucks from a road near a supermarket.

"When they're proofreading signs, they should really use someone who speaks Welsh," sputtered journalist Dylan Iorwerth, managing editor of *Go!wg (View)*, a Welsh-language magazine. "It's all too common that things are not just badly translated, but are put together by people who have no idea about the language."

The blunder is not the first time Welsh has been translated incorrectly on road signs. In 2006, a sign for pedestrians in Cardiff reading "Look Right" in English read "Look Left" in Welsh. In the same year, cyclists between Cardiff and Penarth were left confused by a bilingual road sign telling them they had problems with an "inflamed bladder." There are many other examples of road signs being "lost in translation".

– BBC News Online

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