

CCMATA

news

Newsletter of the Canadian Council of Motor Transport Administrators

Hours of Service now into the home stretch

CCMATA stakeholders maintain the 16-hour working window

After some two months of intensive review, CCMTA officials and stakeholders concluded in December to retain the revised Hours of Service Regulations' 16-hour working window provision over a proposed increase to 18. Conducted at the direction of the Council of Ministers, the recommendation was presented to the CCMTA Board following a special meeting with regulated stakeholders on December 2, and was approved by Deputy Ministers on December 17.

While the current regulations do not contain a maximum period of time in which the driver must complete driving and on-duty time, the new rule proposes to limit the overall number of elapsed hours in a shift to 16. Following Ministerial direction, CCMTA set up an ambitious consultative process based on stakeholder input, driver focus groups and an expert fatigue panel review. The three initiatives showed a good convergence of results in favour of the shorter working window for both lifestyle and safety reasons. The overall review coordination was conducted by Shercon Associates principal David Sheridan. *(Please see report section of CCMTA website for further details on findings.)*

Transport Canada officials are now finalizing the federal regulation for *Canada Gazette Part II* publication as early as possible. A meeting of CCMTA government representatives is slated for early February, to be followed by a debriefing of CCMTA associates on February 3 in Ottawa. Transport Canada officials are hopeful the final details of the rule will be ironed out, paving the way for final publication soon thereafter.

The implementation date of the new regulation remains to be determined, but is generally expected for some time in 2006...

Interpretation Guide

In a related matter, a Q & A and interpretive guide will also be developed as part of the HoS legislative effort to assist both government and industry stakeholders in preparing for the new regulation. The project group, on hiatus since the spring of 2003, is now expected to resume work with the publication of the rule in *Canada Gazette Part II*, and a meeting is expected later this year with the participation of representatives from the enforcement community and industry stakeholders.

Ottawa 2005: CAPITALizing on our vision

Mark your calendars, from May 15 - 19, Ottawa will be the location for the 2005 CCMTA Annual Meeting.

Hosted by Transport Canada and CCMTA's President Derek Sweet, the meeting theme is *CAPITALizing on our vision*, a direct reference to CCMTA's *Road Safety Vision 2010* and its goal for the safest roads in the world.

See page 2 for more information.



PHOTO: Ian Tomlinson

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CCMTA to welcome delegates to Ottawa

Ottawa is one of the most beautiful capitals in the world and the entire area, known as the National Capital Region, is nestled at the junction of three rivers encompassing portions of Ontario and Quebec. The region boasts numerous parks and green spaces and more than a dozen national museums and galleries.

Hotel

This year's venue is the Ottawa Marriot, conveniently located downtown, just a few steps from Parliament Hill and a short distance from attractions such as the Byward market, the National Arts Centre, the Rideau Canal and the boutiques of the Sparks Street Mall.

Sponsorship

As in previous years, CCMTA is offering a sponsorship program. There are four levels of sponsorship: platinum, gold, silver and bronze, each with a host of benefits. This year, over 30 organizations have participated in the early-bird program (see list opposite). However, there is still time for your business or organization to become a sponsor. Please contact Ian Tomlinson at (613) 736-1003.

Exhibition

Once again, businesses and organizations will be able to demonstrate their products and services in the exhibition area. Please contact Ian Tomlinson or Martin Rochon.

Activities

Transport Canada and CCMTA are already hard at work preparing for the business portion and the social activities. Delegate and companion tours being planned include the Parliament buildings, the new Canadian War Museum and the National Gallery of Canada.

Moreover, delegates will be coming to town during the world famous Canadian Tulip Festival. We hope you will join us...



PHOTO: Pierre St-Jacques



PHOTO: Harry Foster



PHOTO: JVK



PHOTO: uottawa

Thank you to our early-bird sponsors!

PLATINUM

- Digimarc ID Systems
- R. L. Polk Canada, Inc.
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GOLD

- 3M Canada Company
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- EDS Canada, Inc.
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SILVER

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- Canadian Transportation Equipment Association
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- Motorcycle and Moped Industry Council
- Petroleum Services Association of Canada
- Recreation Vehicle Dealers Association of Canada
- Verisol (Verification Solutions Inc.)
- War Amputations of Canada

Annual Meeting information?
www.ccmta.ca

January 1, 2006 set for implementation of new MVTA, Carrier Rating Regulations

Further to a CCMTA recommendation, the Council of Ministers agreed in September 2004 the new *Motor Vehicle Transport Act* (MVTA) and Safety Fitness Regulations will come into force on January 1, 2006.

Electronic NVIS Trial Approved

The project group on the New Vehicle Information Statement (NVIS), co-chaired by Rob Fleming (ON) and Harold Blaney (QC) has taken the first steps towards introducing electronic vehicle registration between vehicle manufacturers and motor vehicle registry offices.

The group has defined a series of preliminary standards to allow for a process where a partial electronic NVIS form is electronically transmitted from the manufacturer to the motor vehicle dealer and produced by the dealer containing information provided by both the manufacturer and the purchaser. The traditional NVIS form is printed by the manufacturer and accompanies the car to the dealer.

By year's end

A workshop held in September 2004 allowed both industry and government representatives to provide suggestions and input into the proposed new process. In 2005, ON, QC and possibly other jurisdictions will conduct pilots with manufacturers to evaluate the technology and process.

A number of government jurisdictions will also be providing further input to the project group. It is anticipated a well defined process and procedures will be completed by December 2005.

The decision comes on the heels of an independent review conducted over the summer months to gauge the readiness of all jurisdictions to the new safety rating regime and assess the degree of consistency in the rating systems across Canada. The review was conducted by consulting firm Knowles Canada.

Overall, the study demonstrated a high level of consistency: all jurisdictions have functional carrier safety rating systems in place, all jurisdictions have the capability to assign a safety rating to their carriers, all jurisdictions have established consistent scoring or pointing programs, and all are using their systems to determine intervention levels and define intervention actions. Work remains in a few outstanding areas, although all jurisdictions but one have committed to be in full compliance over the 2005 calendar year.

Two new CCMTA project groups have now been created and sanctioned by the Board to ensure a smooth transition to the new regulatory

environment. The **Project Group on Carrier Snapshot Exchange**, chaired by BC's Rob Kroeker, is tasked with developing the ability to share carrier safety ratings amongst jurisdictions. The **Project Group on Safety Rating Implementation Issues** will address implementation problems associated with current exemptions within existing provincial National Safety Code programs and issues related to the treatment of U.S. carriers operating in Canada. The group is headed by MB's Darren Christle and is open to industry stakeholders.

Under the new regulations, modeled on NSC Standard 14, provinces and territories will monitor the safety performance of all extraprovincial motor carriers licensed in their jurisdiction by maintaining a complete safety compliance profile of each carrier using input from all jurisdictions in which those carriers operate, and issue a rating accordingly. The standard was developed through consultations and cooperation with CCMTA stakeholders...

North American cargo securement implementation coming this summer

In September 2004, the Council of Ministers Responsible for Transportation and Highway Safety approved a new National Safety Code Standard on Cargo Securement.

Endorsement by the Council marked a key milestone for implementation of the North American Cargo Securement Standard in Canada, and in pursuit of the goal of harmonization of regulatory requirements with the United States (The U.S. Federal Motor Carrier Safety Administration implemented the North American Standard on January 1, 2004).

To adopt the new standard, legislative and or regulatory changes are required in most provinces and territories. Work on the required changes has been progressing since September, and adoption of the new requirements is expected to be completed in all jurisdictions by the spring of 2005. However, as implementation cannot occur simultaneously in all jurisdictions, a transition plan has been adopted for the first six months of 2005 which provides carriers the opportunity to comply with either the old or new

(Continued on page 9)

CDLA top priority for D&V in 2005

At its November 2004 meeting, the Standing Committee on Drivers and Vehicles identified the completion of the CDLA (Canadian Driver Licence Agreement) to replace the CDLC (Canadian Driver Licence Compact) as its top priority for 2005.

The CCMTA Board approved the concept and direction for the revised agreement and in September 2004, the Council of Ministers approved and directed CCMTA to incorporate new security initiatives into the revised document.

The new agreement will enhance the existing CDLC, signed in 1990, which allows for the exchange of driver licences, conviction information and

driver records between Canadian jurisdictions. The CDLA will include enhancements to driver licence administration, identification security and fraudulent document recognition training.

Dennis Nelson, chair of the project group, noted: "The



Project Group, from l. to r., sitting: Dennis Nelson (MB), Carolyn Burggraaf (NL), Mitch Fuhr (AB), Audrey Henderson (CCMTA). Standing: Harold Blaney (QC), Fausto Natarelli (ON), Jerry McKenna (AB), Ross Burns (ON), Claude Gélinas (QC).

completion of the CDLA will be an important step towards harmonization with the U.S. with the ultimate goal of a secure driver licence document and a complete one driver/one licence/one record concept for all of North America."

D&V in short...

DL card design standards complete

The Canadian working group on Document Security and Standards, lead by Carolyn Burggraaf of NL, has completed its review of the proposed AAMVA Card Design Specification.

The new card specification standard with enhanced security features, to be published in 2005, will be used by jurisdictions as minimum card standards for the issuance of a driver licence.

14 m RV publication on the way

An ad hoc group lead by Susan Bigelow (BC) along with industry representatives Don Mockford (RVDA) and Eleanor Hamm (CRVA) and government members from AB and ON is developing a communications framework for jurisdictions and educational materials for both recreational vehicle drivers and other road users relating to 14m recreational vehicles.

A survey in 2004 showed there is no suitable material currently available.

The 14m RVs were approved for use on Canadian roads last year.

Medical group to review diabetes and cardiac standards

Following its November 2004 meeting, the CCMTA Medical Advisory Committee, lead by newly appointed chair Dr. Jamie Dow of QC, has formed two working groups to review, in conjunction with various medical specialty groups, cardiac and diabetes standards for drivers. Any proposed standard changes will be balloted to the CCMTA Board in 2005.

LSV definition under review

Claude Roy (TC) reported to D&V in November 2004 that Transport Canada has recommenced a review of the definition of Low Speed Vehicles (LSVs) to more clearly identify the vehicles. The CCMTA Project Group, currently in abeyance, will review the TC work.

Vehicle theft – revised mandate

As a result of a review by an ad hoc group chaired by Graham Miner (PE), there are a number of changes to the

Anti Auto-Theft Project Group:

- The official forum for the exchange of information and expertise on vehicle theft becomes D&V.
- A new group, to address vehicle registration issues, will develop a national best practices guide for registering out-of-jurisdiction vehicles, including the mandatory use of IRE.
- The group will also survey jurisdictions to ensure the 17 proposals from the original 2001 workshop have been or are being adequately addressed.

The update was necessary because a number of items have changed since the inception of the project, including updated vehicle registration procedures, full implementation of the *Wrecked and Stolen Vehicle Program*, the availability of vehicle importation data and the implementation of the problem VIN pointer file.

Driving impairment involves more than drugs and alcohol

You snooze, you lose!

Fatigue is a form of driver impairment and is a contributing factor to crashes on Canadian roadways. The CCMTA Board of Directors approved the Strategy to Reduce Impaired Driving (STRID) Sub-Group on Fatigue Strategy at its December 2004 meeting.

Identified at the CCMTA October 2000 STRID Workshop as another issue related to the overall problem of impaired driving, it was recommended that strategies be developed on fatigue, along with impairment by drugs and distraction, in order to develop appropriate countermeasures. Work on the other two strategies is continuing and is expected to be completed by May.

Using an approach that has proven successful in other STRID related activities, the Fatigue Strategy integrates elements related to research, public awareness and education, role of enforcement, road infrastructure/standards and legislative/regulatory initiatives.

Still new

The group has its work cut out: unlike impairment by alcohol, impairment by fatigue is an issue that is relatively new for Canadian jurisdictions. Quantifying the problem is one of the most significant challenges when dealing with fatigue-related impairment. The



PHOTO: Éric Boileau

role of the "fatigue factor" in collisions cannot be easily estimated.

Currently no means exist that allow enforcement agencies to measure with any accuracy the level of driver fatigue, and given that many

police officers do not have adequate training in its detection or identification, fatigue is often not taken into consideration as a factor in collisions. The end result is underreporting and the unfortunate perception of the fatigue issue as a low priority item.

Currently the identified target groups are new/young drivers, shift and split-shift workers, people suffering from sleep disorders and drivers whose lifestyle affects the quality and quantity of their sleep.

Also targeted are commercial vehicle drivers. This will require input from the CRA Committee due to its past experience and substantial amount of work undertaken in this area.

A copy of the strategy can be obtained from the CCMTA website at www.ccmta.ca

Ford looking into air bag seat belt

Researchers at Ford are testing a new generation tubular shoulder belt which would inflate to act as an air bag during a crash and protect riders from frequent head injuries. Upon activation, some cold compressed air (as opposed to a chemical reaction) inflates the new device to a six-inch diameter. Experts feel it could reduce head injuries by half, but they have yet to gather chest pressure data.

Sources: *Highway & Vehicle/Safety Report*, November 8, 2004; www.autoindustry.co.uk

Aging Driver Update

CanDRIVE to work in partnership with CCMTA

Following a presentation by Dr. Sean Marshall of CanDRIVE and a recommendation from the Driver Fitness Project Group, CCMTA and CanDRIVE have agreed to work together in 2005 to address issues relating to medical standards on drugs/alcohol combinations, cognitive impairments and the cumulative effects of multiple medical conditions.



Dr. Sean Marshall

CCMTA will be funding CanDRIVE to review each standard with attention to risk, compensation, accommodation, functional focus and whether and how to assess for each.

New aging driver forum in the works

In December 2004, the CCMTA Board approved participation with AAMVA in the development of an aging driver forum to be held in late 2005 or early 2006. CCMTA's original workshop and aging driver strategy were produced between 1999 and 2000, and task force members have now recommended a second forum that is anticipated to set direction with respect to aging drivers for the next five to ten years.

A "Canada Day" will be added at the end of the forum to set specific direction with respect to Canada.

The new task force co-chairs, Jennifer Kroeker-Hall, BC representative on D&V and Sue Lo, ON's RSRP representative, will be working hard with their AAMVA counterparts in the months ahead to develop program details for the event.

NAIC Grand Champion does Alberta proud!

Troy Hasil was happy just participating

If at first, you don't succeed... After trying to make it to his jurisdiction's top 10 ever since being hired, not only did 2004 prove to be the breakthrough year for Troy Hasil, but the 26-year old became the North American Inspectors Championship overall Grand Champion.

Before his accomplishment, Mr. Hasil had to face his home turf colleagues. "The Alberta competition is really competitive," he said during a December interview. "All officers are brought together in a central place. There were ten of us. I had to give the extra push (writing the test) in order to win."

"I went down to do my best and I expected to do well, but not to win." admits Mr. Hasil who joined 49 North American colleagues in Salt Lake City, Utah, last August. "I didn't win any specific category but my overall scores were factored in to give the final one." His performance in the various categories (personal interview, 60-question test, motor coach inspection, HazMat (TDG in Canada) and small parcels, bulk inspection and a standard Level I CVSA inspection) were good enough to have him take first place in the overall standings.

A good start

Troy Hasil credits much of his success to the encouragement and to the training he received from the onset. Alberta, he reiterated, has historically done well at the NAIC. He speaks very highly of Alberta CVSA coordinator/trainer Wes Roth who encouraged him along. Given Alberta's excellent track record in sending finalists to the NAIC, it follows also that a few inspectors have taught at Mr. Hasil's *alma mater*, the Lethbridge Community College. Troy attended this institution twice. He first wanted to become a law enforcement officer.

He returned in 2001 for training after being hired by Alberta Infrastructure and Transportation.

So what was it like, in the thick of things? The Alberta representative stills thrives on his U.S. experience. "I found it was more like a get-together than (an all-out) competition. A lot of these inspectors have been there before. You get to meet different people and you get into little groups. You do A LOT of training and you learn how other jurisdictions deal with the issues. Yet, you don't have time to interact with everybody because everything is timed."

There are differences between jurisdictions to the North and those to the South, regulations dealing with hours of service or HazMat, for instance, but Mr. Hasil came away with a very good feeling about the consistency of the CVSA Level I inspection.

His most difficult portion of the NAIC? "The personal interview was nerve-racking!" Mr. Hasil was confident enough in his on-the-field abilities, but "it was a matter of not knowing what they (the organizers) would do for violations and you didn't want to mess up anywhere. And it was hard to judge how the other people were doing."

On hand in 2005?

Troy Hasil highly recommends the NAIC to anyone. "I wish everybody could experience it! It's such a good time." Since his showing in Salt Lake City, the Albertan says he has



PHOTO: Courtesy CVSA/Troy Hasil
It's a long way from the Dunmore, Alberta, inspection station to Salt Lake City, but Albertan Troy Hasil shone during the 2004 NAIC and was named Grand Champion.

received many plaques, thank you letters and "hundreds" of e-mails.

Although he is unsure of wanting to try a repeat performance, he definitely wants to lend a hand with CVSA training in Alberta, as others have done for him, and in organizing the Alberta competition for finalists going to the NAIC. He adds he would not turn down any offer to head back to the NAIC as a guest speaker.

NAIC reporting points

- 2004 marked the 12th consecutive year the Championship was held
- 50 contestants from the United States, Canada, and Mexico were on hand
- before even making it to the NAIC, contestants had to win a contest within their jurisdiction or be selected because of their excellent job performance
- over two million roadside inspections are conducted annually throughout North America

The other Canadian participants

Richard Roberts (British Columbia)
Mario McGraw (New Brunswick)
Benoît Labonté (Quebec)
Bryan Card (Ontario)

Communications project group created

Following a recommendation from Transport Canada to the Standing Committee on Road Safety – Research and Policies (RSRP) last May, the Board of Directors approved a draft terms of reference at its recent December meeting to establish a communications group aimed at promoting *Road Safety Vision 2010* activities.

Road Safety Vision (RSV) 2010 includes two strategic objectives directly related to communications: to raise

public awareness of road safety issues as well as improving communication, cooperation and collaboration among road safety agencies.

Despite complex and sensitive jurisdictional issues, the common goal is to improve road and vehicle safety in Canada in order to achieve CCMTA's national vision of having the safest roads in the world. Many of the principal stakeholders are working with multiple partners and issues, and with limited resources.

There is also currently minimal interaction between the various road safety communicators within the provinces, territories and other road safety partners. The new project group's mandate is meant to be aligned with the strategic objectives of *Road Safety Vision 2010* as well as supporting the 2010 targets in a timely and relevant manner.

Sharing products and ideas

Project group members will be asked to participate in the sharing of current communications products; developing the national strategic communications plan for *Road Safety Vision 2010*; identifying the need for material in collaboration with the RSRP task forces; and developing of individual products. They will also be asked to participate in the creation of an inventory of communications products which would be housed on the CCMTA website.

The first official meeting was in January 2005 with subsequent meetings being held every three months or as required.

Industry giants promote road safety

Shell, Ford, General Motors, Honda, Michelin, Renault and Toyota have committed to helping reduce traffic fatalities in developing countries through a five-year, \$10-million project.

As part of the World Business Council on Sustainable Development's *Sustainable Mobility Project*, the program will tackle such elementary subjects as pedestrian safety, road safety professionals' training or seat belt use. The World Health Organization estimates road traffic incidents will become the third leading cause of injury or death in the world by 2020.

Sources: *Highway&Vehicle/Safety Report*, January 17, 2005; www.grsproadsafety.org

Pocket bikes: small size, big risks!

To some people, they are all the rage. Pocket bikes have taken over from other novelties as a hot item and stores obliged by stocking them for Christmas. Yet, these mini-motorcycles are in no way meant for transportation on public roads and pose a serious safety risk to riders.



PHOTO: Ian Tomlinson

SGL representative on D&V Bernadette McIntyre tried out a pocket bike during the November meetings.

CCMTA reacted to the consumer trend by issuing a press release in mid-

December, which generated over 300 hits on Canada News Wire (CNW), making the Top 10 list of releases accessed on that day.

"In jurisdictions across the country, it is illegal to operate a pocket bike on highways or municipal roads," warned CCMTA's President Derek Sweet. "These toy bikes can be extremely dangerous and life threatening if not used properly. Unlike bigger bikes they emulate, pocket bikes lack basic safety features like rear-view mirrors, lights, turn signals and do not meet

minimum safety requirements. This bike is marketed as a toy, exposing children to serious risk of injury." Because of their diminutive height, lack of standard equipment and the 80 kilometres per hour speed they can reach, their riders are vulnerable.

CCMTA advised parents to think twice about buying these bikes and to research their provincial or

territorial laws regarding their use.

Closed course

Transport Canada's Claude Roy stated to D&V members during the fall meetings that TC allows the importation of pocket bikes in Canada as a restricted use motorcycle, for use strictly on closed courses.

Pocket bikes appeared years ago in European racing circles. Non-traditional Asian manufacturers have taken up production of these mini-machines.

In the jurisdictions

New safety act, public education, bus safety and licences in Saskatchewan

Saskatchewan's new *Traffic Safety Act* will be proclaimed in January 2006. This piece of legislation combines three older acts. Among its highlights are adding some demerit points to the .04 BAC 24-hour driving suspension and a zero-tolerance BAC policy for new drivers. The drinking and driving look-back window is to be increased from five years to ten.

SGL is reaching out to aboriginal communities in order to offer driver education to them. To that effect, it has started delivering class driver education in remote areas via a satellite link. SGL is also ensuring much visibility by attending exhibitions and providing individuals for speaking engagements. Furthermore, it hired four summer students in 2004 to hold child restraint devices clinics. This team organized 21 such clinics, inspected 300 devices and travelled over 40,000 km.

SGL has embarked on a two-pronged pilot project to ensure school bus passengers' safety. Electronic signs were ordered. They spell out when motorists should stop. According to SGL, the devices have been well received and some school districts have purchased their own units.



The second approach was to fit school buses operating outside a city with a rooftop strobe light in order to be more visible to oncoming motorists in rural areas.

Saskatchewan law enforcement and front line personnel have received AAMVA/CCMTA's Fraudulent Document Recognition Training during 2004.

Finally, Saskatchewan is simplifying its licence classes. As of January 1st, 2005, 70% of Saskatchewan's 590,000 registered vehicles will be moved from five different vehicle classes to the new Class LV (light vehicle). It encompasses cars, sport utility vehicles, motorcycles and light trucks (one ton and less). Owners who operate commercially in other jurisdictions will have to obtain a National Safety Code number. Class LV vehicles will not be allowed to be used for transporting passengers for hire.

Prince Edward Island banks on visibility

The Department of Transportation and Public Works is working in cooperation with the Department of Education to implement a public awareness campaign regarding passing a school bus that is loading or offloading children.

Retro reflective stickers were placed on the back of all school buses reading "\$5000 FINE AND LOSE 8 POINTS" for all island drivers and visitors to read.



On December 9, 2004, PE's Legislature passed new regulations stating a doubling of fines to a maximum of \$200 and three demerit points for seat belt violations.

Canada's smallest province has also made strides in the training department. Every Department of Transportation and Public Works employee working the truck scales has been trained in load security. Also, everyone working at the Highway Safety Division as well as Access PEI have received Fraudulent Document Recognition Training (FDRT), an AAMVA/CCMTA course.

SAAQ expands on-line services

The *Société d'assurance automobile du Québec* has expanded its on-line services in order to save Quebec residents some precious time.

SAAQ's 4.7 million users may now electronically send an address change, ask for their driver record, pay or renew their driver licence, vehicle registration or plates as well as specifying if their vehicle is off the road for any length of time or discarded.



Users will also be able to complete an informative and interactive knowledge test dealing with Quebec's *Highway Code*, road signs as well as driving techniques.

These services, coined *SAAQ clic*, are available at www.saaq.gouv.qc.ca.

Yukon solidifying its commercial inspections

Yukon now boasts two fully trained CVSA bus inspectors. John Warkentin and Julius Debuschewitz had undergone a first segment of motor coach certification in November 2003 in Calgary. In August 2004, BC's Perry Therrien spent a few days in Whitehorse training the two inspectors. Some 54 motor coaches and school buses were inspected over those few days and comments from the industry were positive.

Yukon held a cargo securement workshop in mid-December 2004. A total of 25 industry people were on hand, as well as the YT Carrier Compliance staff. John Pearson, who supports the Councils of Ministers and Deputy Ministers and is retained by CCMTA for cargo security, later spent a half-day on enforcement training with Julius Debuschewitz, NSC coordinator, in preparation of training for the Carrier Compliance officers as of January 2005.

(Continued on next page)

In the jurisdictions

Lastly, the Yukon Legislature amended its *Motor Vehicle Act*. Tougher measures were instituted in regard to alcohol consumption. In line with the *Criminal Code of Canada*, convicted impaired drivers may now apply sooner (a judge can also direct they be considered) to the Driver Control Board for the Ignition Interlock program in order to obtain conditional driving privileges, once they have served a minimum period of disqualification. This period depends on the number of conviction(s).

Ontario enhances youth safety and driver licence security

Ontario adopted *Bill 73*, last December 6th, which will enhance children and young adults' safety. The new law requires parents with young children to use the appropriate seat and later, booster seat, for each offspring's size and weight.

As per the PE initiative, school buses will be fitted with a bumper sticker warning drivers of a fine (\$2000 in Ontario) for illegally passing a stopped school bus flashing its lights. Moreover, as of January 1st, 2005, school buses must now meet a series of new safety standards (CSA D250-03). Among the changes are fitting a safety crossing arm at the factory as well as smaller outside mirrors so as not to obstruct the driver's view.

Bill 73 also restricts the number of passengers a teenaged G2-class driver is allowed to carry. Almost 200 young people died on Ontario roads in 2002.

A public education program, iDRIVE, has been launched to cut down on deaths and injuries. It will consist of a video (testimonials, music, celebrity endorsements, interviews) and information packages, public displays and posters, as well as its own webpage. All this material will touch on impairment by drugs, alcohol or drowsiness, aggressive and dangerous driving and on how to avoid these situations.

With security in mind, as of mid-December, Ontario has started issuing new driver licences and health cards which sport interim enhancements so as to comply with AAMVA/CCMTA security requirements. The new driver licence shows a holographic overlay, some micro-text printing and uses some ultraviolet (UV) ink. Ontario residents who require a new card or need theirs to be renewed or replaced have begun receiving them. MTO intends to issue a Request for Proposal on more security features sometime in early 2005.

There are 8.3 million registered drivers in Ontario.

Northwest Territories enlist rapper for anti-drinking message

Following amendments to the *Motor Vehicles Act* in NT, as of December 1st, 2004, intoxicated drivers whether new or experienced will receive an automatic licence suspension. If charged under the *Criminal Code of Canada*, they could lose their driving privileges for a year and more.

After June 2005, novice drivers will face a zero tolerance condition for the

duration of their graduated licensing period.

In an effort to drive home its anti-drinking and driving message to the young adults, NT's Department of Transportation has retained the services of a young Yellowknife hip hop artist, Aaron Hernandez.

Mr. Hernandez, a.k.a *Godson*, has been active in his hometown music scene for ten years, first as a member in two groups and more recently as a solo artist. In 2003, he won a CBC slam poet contest and represented the NT in a national contest.

In developing a communications strategy called *It's Not Worth It* as part of STRID, a consultant group suggested the Department of Transportation contact Mr. Hernandez. The artist wrote *No Chances*. A mini-CD was produced and is available to schools and organizations. Other jurisdictions have expressed interest as well to use *No Chances*.

Godson has performed in the Northwest Territories, Nunavut, Quebec and Manitoba.

Cargo Securement *(Continued from page 3)*

cargo securement regulations through this period. Hence compliance with the new NSC Standard across Canada will be July 1st, 2005.

Continued collaboration

Since the early 1990s Canada and the United States have collaborated closely on this initiative, including conduct of a major research project, development of the North American Standard and coordination of implementation.

This collaboration will continue in the months and years ahead, in support of maintaining consistency in the regulatory requirements and interpretations, as well as manage-

ment of changes, amendments or additions to the Standard. A coordination mechanism and approach is being implemented that will maintain close ties between Canada and the U.S. in this area. A government/industry committee will be established to provide an open forum to identify issues, concerns and needs for the North American Cargo Securement Standard and to make recommendations for changes or additions.

The first meeting of the group is tentatively planned for April 2005, in conjunction with the Commercial Vehicle Safety Alliance (CVSA) spring meetings.

Federal Transport Minister handed keys to Smart

Canadian Transport Minister Jean Lapierre received the keys to a Smart car during a ceremony on Parliament Hill, in late October 2004.

Transport Canada had been using the vehicle for testing purposes within its Advanced Technology Vehicles Program. Ottawa is looking for ways of reducing greenhouse gas emissions in Canada, 20% of which stem from road transportation.



PHOTO: courtesy Transport Canada

The Smart ForTwo, which auto giant Mercedes-Benz commercialized, sports a rated diesel fuel consumption of 3.8 litres/100 km on the highway and 4.6 litres/100 km in city driving conditions. The diminutive vehicle has been on sale in Canada since early October 2004 and has been a hit in Europe ever since being offered for sale, in 1999. Over 100,000 Smarts have been sold.

Source: Transport Canada

Europe wants intelligent safety systems

Advanced technology is showing up everywhere and never more so than in passenger vehicles.

European Union delegates, 80 in all and representing 18 member states, attended an eSafety Forum in Brussels (Belgium) in late September 2004, to discuss faster ways of introducing intelligent safety systems in vehicles.

This forum has been convening since 2003 and comprises industry and the public sector. Attendees endorsed plans for further developing traffic and travel information, interaction between drivers and their vehicle and being able to place emergency calls (eCalls) from their vehicle.

By the same token, delegates agreed to gather data dealing with having such communications systems in vehicles and their impact on driving tasks.

Sources: *Highway & Vehicle/Safety Report*, Volume 31, Number 16, August 16th, 2004; www.welcomeurope.com

In Memoriam – Jennie Howie

CCMTA was saddened to learn of the passing of Jennie Howie, CCMTA Board member and Director of Transport Services at the Yukon Department of Highways & Public Works. Ms. Howie passed away on January 5th, 2005.



Ms. Howie became a member of CCMTA's Standing Committee on Road Safety – Research and Policies in 1993 and was appointed to the Board of Directors in March 1999. In 2000-2001, she was CCMTA's President and welcomed delegates to Whitehorse.

"Jennie's relentless efforts, professionalism, dedication and numerous contributions to the organization will be sorely missed", wrote CCMTA's Director of Programs Audrey Henderson. "She provided input at every opportunity and more. She asked tough questions and sought the correct answers. Jennie provided encouragement to persevere with difficult issues and shared her wisdom, knowledge and understanding."

She leaves behind her husband, David, and her children, Amanda and Ben. CCMTA sends its sincere condolences to her family and friends.

Quebec roadside inspectors to be certified by CVSA by 2006

By 2006, all *Contrôle routier Québec* roadside inspectors will be fully versed in the task of conducting CVSA inspections. The Quebec Ministry of Transport has now become fully accredited within CVSA. Approximately one third of *Contrôle routier Québec* inspectors have so far been certified.

Source: *Le Routier*, September 2004

From the "But seriously!" files...

Speeding excuses. We have all heard some... or used some. Well, British monitoring officials at Northumbria Safety Camera Partnership have compiled a Top 10 list of excuses from drivers who seemed to think they would be off the hook if their explanation was elaborate... or far-fetched enough.

How about a fellow having reported he passed out after seeing an unidentified flying object (UFO)? Still keeping with an aero theme, one driver claimed a low-flying jet, not him, triggered the safety camera. An astute culprit tugged at the animal

lovers' strings : he was rushing to the veterinarian because his pet hamster was dying. Another fellow supposedly had his own set of medical problems: he was rushing somewhere because he was in the midst of a severe bout of diarrhea. Finally, a distraught driver claimed he was a victim of weather turbulences, claiming "a gust of wind pushed me over the limit".

Creative minds from the land of Monty Python, *Yes, Minister* and Mr. Bean...

Source: BBC News

People

The Transportation and Infrastructure Departments merged into a single Infrastructure and Transportation Department following the November elections in Alberta. **Lyle Oberg** was named as its Minister on November 25, 2004. **Ed Stelmach** has moved on as Alberta's Minister of International and Intergovernmental Relations.

At ICBC, **Paul Taylor** became new Chief Executive Officer in September 2004. Mr. Taylor was previously B.C. Deputy Minister of Finance.

Saskatchewan Highways and Transport has a new Deputy Minister. **John Law** replaces Harvey Brooks.

More changes at SGI. **Sherry Wolf** became Vice President of the Auto Fund in September and replaced **Alan Cockman** on CCMTA's Board. Many know her from a previous tenure as SGI representative at D&V.

Manitoba Public Insurance has a new President and Chief Executive Officer. As of October 1st, 2004, **Marilyn McLaren** replaced **Jack Zacharias**, who retired. Ms. McLaren oversaw many important development phases of Manitoba's Personal Injury Protection Plan, in 1994, including its design and implementation.

New Brunswick's **Charles O'Donnell** has replaced **Calvin Duncan** on the CCMTA Board. Mr. Duncan is now with the Department of Energy.

MPI's **Clarke Campbell** will sit with Transportation and Government Services' **Darren Christle** on CCMTA's Board.

Prince Edward Island has appointed **Tim Garrity** to sit on RSRP, replacing **Charles Easter**, who will be concentrating on accident reporting and the National Collision Database.

QC's new RSRP representative will be **Alain Collerette**. He replaces **Charles Larochelle**, who is taking a one-year sabbatical from SAAQ.

NB's **Michel Daigle** has accepted a new position within the Department of Public Safety. His replacement at the RSRP table is **Jill Ferguson**.

At CRA, NT's **Bernie Van Tighem** has left for other duties. The Northwest Territories Department of Transportation's **Blair Barbour** and **Harris Beaulieu** will handle CRA files in the interim. Nova Scotia Transportation's **Don Stonehouse** joins Service and Municipal Relations' Paul Arsenault at the standing committee. **Andrew Cipywnyk** from Saskatchewan Highways and Transportation replaces SGI's Blair Wagar on the group.

Walter Brennan became the new Manager/Deputy Registrar of the Yukon Motor Vehicles Unit. D&V representatives were able to meet Mr. Brennan during the fall meetings in Ottawa.

In Ontario, **Cindy Cohan** replaces Sharon Harbottle at the Ministry of Transportation.

CVSA Region V's newly appointed 2nd vice president is **John Meed**. **Doug Howie** will succeed Steve Callahan this spring.

Harold Hammond retired in December 2004. Mr. Hammond was AAMVA Region II VP. He is replaced by **Fred Porter**.

New Members

Mr. Len Bush
National Representative, National Union of Public & General Employees

Mr. Bob Dolyniuk
General Manager
Manitoba Trucking Association

Ms. Linda Gray
Executive Vice President
VeriSol (Verification Solutions Inc.)

Mr. Mike Heale
Partner
Cost Effectiveness Measurement Inc.

Mr. Dennis Knight
National Fleet Safety & Training Officer
Canada Post Corporation

Mr. Howard M. Lounsbury
Motor Vehicle Safety & Compliance
DOFASCO

Mr. Dan Lundstrom
Safety & Environment Manager
Precision Rentals Ltd.

Mr. Gordon Peddle
President
D. D. Transport Ltd.

Ms. Bonnie L. Rutledge
Commissioner of Motor Vehicles
Vermont Department of Motor Vehicles

Mr. Mike Wartella
Director, Customer Services Administration, Michigan Department of State

Michael Winfrey
Director, Motor Vehicle Enforcement
Iowa Department of Transportation

Mr. Michael Wolf
EVI Management Group Ltd.

2005 Directory now available!

After the Holiday season comes another yearly staple: CCMTA's Directory!

As in previous years, CCMTA has updated contact people's telephone and FAX numbers, as

well as the all-important e-mail addresses. Some 400 entries have been compiled. Associate members receive a complimentary copy with their membership.

Place your order now!

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Calendar of Events

CVSA Annual Conference

April 16-21, 2005
Albuquerque, NM

CCMTA Annual Meeting

May 15-19, 2005
Ottawa, ON

Operation Roadcheck 2005

June 7-9, 2005

AAMVA Region I Conference

June 12-17, 2005
Bretton Woods, NH

AAMVA Region IV Conference

June 25-28, 2005
Tucson, AZ

AAMVA Region III Conference

July 13-17, 2005
St. Louis, MO

2005 International Confer- ence on *Fatigue Management* *in Transportation Operations*

September 11-15, 2005
Seattle, WA

Chuckles Corner



How to know when it's time to see an optician...

Charles was due to inherit a fortune when his sickly, widower father died and he decided he wanted a woman to enjoy it with. Going to a singles bar, he spotted a woman whose beauty took his breath away. "I'm just an ordinary man," he said, walking up to her, "but in just a week or two, my father will die and I'll inherit \$20 million." The woman went home with Charles, and in just four days she became his stepmother.

Early one morning, one of the gods was galloping around Mount Olympus. Invigorated by the brisk breeze, he shouted euphorically, "I'm Thor!" His stallion looked back at him and reminded him: "That'th becauthe you forgot the thaddle, thilly!"

OUR MISSION

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

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