

CCMATA

news

Newsletter of the Canadian Council of Motor Transport Administrators

AAMVA and CCMTA break new ground with forum in March

AAMVA and CCMTA are teaming up to organize a breakthrough three-day North American forum on aging driver and driver fitness issues.

Called *Challenging Myths and Opening Minds: Aging and the Medically At-Risk Driver*, the forum is supported by the U.S. National Highway Traffic Safety Administration (NHTSA) and will be held March 4-6 in Austin, Texas. Between 100 and 150 people are expected to attend. This event is a first in North America as it will examine driver fitness in combination with older driver issues and their impact on driver licence administrators. Attendees will examine driver screening and assessment methods, strategies for medical review, public education and awareness, among other topics.

Canadian perspective

Monday, March 6, has been set aside for an exclusive "Canada Day", aimed at focusing on the

Canadian experience in dealing with aging and medically at-risk drivers and evaluating how the existing CCMTA Aging Driver Strategy can be updated and adapted.

Canada Day (see program sidebar, page 3) participants will review the previous two days' presentations and highlights, learn of current research activities and will hear a Canadian showcase of current practices.

Using this information, participants will start to develop a new strategy for Canada.

Ms. Jennifer Kroeker-Hall (BC), co-chair with Sue Lo (ON) of CCMTA's Aging Driver Task Force, noted this meeting will be "an important first step in revisiting Canada's Aging Driver Strategy, published in 2000. With an

(Continued on page 3)

Come have a taste of P.E.I.!

The sea, the wind, the sky, the unmistakable red soil. Such are the pictures conjured up in the mind as one thinks of Prince Edward Island. To CCMTA government members, associates and stakeholders, P.E.I. will be the site of the 2006 Annual Meeting (May 14-18) and many people have been preparing for it for a number of months.

Our host, CCMTA 2005-2006 President John MacDonald, has assembled volunteers from his staff at the Department of Transportation and Public Works. They are eagerly awaiting the delegates.



PHOTO: Tourism Prince Edward Island/John Sylvester

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Setting course for Charlottetown!

The last time CCMTA delegates attended the Annual Meeting in Prince Edward Island was over a decade ago, in 1993. Transportation and Public Works Minister Gail Shea is cognizant of this fact. In December, she extended a warm invitation to future attendees.



“Conferences like this offer valuable opportunities to exchange information and ensure consistency among the provinces and territories relating to transportation and highway safety. We’re looking forward to showing off our beautiful province and hope to entice the participants to extend their visit into the Victoria Day long weekend,” said Ms. Shea.



Hotel

The meeting will be held at the Delta Prince Edward. This year’s attendees are in for a special treat as this premier hotel is located on the edge of the water on one side while it offers a superb view of Olde Charlottetown on the other. Peake’s Wharf awaits those who like to take a leisurely stroll. The hotel is also just a few steps away from other attractions such as Province House (P.E.I.’s legislative assembly, pictured) and Confederation Hall.



PHOTOS: Tourism Prince Edward Island/John Sylvester

products and services and to be able to talk directly to representatives. Businesses and organizations can reserve some exhibition space by contacting Ian Tomlinson or Martin Rochon.

Sponsorship

CCMTA is once again offering sponsorship opportunities for interested businesses or organizations. So far, over 30 organizations have signed on to the early bird program (see list, opposite). There is still time for interested parties to become a sponsor. Please contact Ian Tomlinson at (613) 736-1003.

While CCMTA is working on the all-important business portion of the meeting, the P.E.I. Department of Transportation and Public Works has been working on the social activities. Delegate and companion tours include a bus tour to discover “Anne’s Land” or a golf outing at *The Links at Crowbush Cove*, one of Canada’s premier sites.

Exhibition

A major drawing card for attendees lies in being able to see first-hand new

Mark your calendar for Charlottetown!

Thank you to our early bird sponsors!

Platinum

- Digimarc ID Systems
- Registrar of Imported Vehicles (Adminserv – A Livingston Company)
- R.L. Polk Canada, Inc.
- U-Haul Canada

Gold

- 3M Canada Company
- EDS Canada
- Experian Automotive
- Giesecke & Devrient
- Unisys Canada Inc.

Silver

- AAMVA
- Business Technology Consulting
- Canadian Bank Note Company Limited
- Canadian Transportation Equipment Association
- Canadian Vehicle Manufacturers’ Association
- CarProof.com / LienQuest.com
- KPS & Associates Inc.
- Zebra Card Printer Solutions

Brnze

- Accident Support Services International Ltd.
- Alcohol Countermeasures Systems Corp.
- Association of International Automobile Manufacturers of Canada
- Canadian Recreational Vehicle Association
- Carfax, Inc.
- Datacard Group
- dlid.org
- Insurance Bureau of Canada
- Intelli-Check, Inc.
- J.J. Keller & Associates, Inc.
- Motorcycle and Moped Industry Council
- Petroleum Services Association of Canada
- Recreation Vehicle Dealers Association of Canada
- VeriSol (Verification Solutions Inc.)
- War Amputations of Canada
- Wheels Inc.

CCMTA issues flood vehicle alert

The Gulf of Mexico coast is still picking up the pieces after successive hurricanes hit its shore, last fall. This catastrophe has also prompted some to sell flood-damaged vehicles to unsuspecting parties elsewhere on the continent. CCMTA reacted in early January by sending out a Canada-wide release advising caution while purchasing a U.S. vehicle especially if it is meant for registration in one of the Canadian jurisdictions.

By virtue of the *Motor Vehicle Safety Act*, Transport Canada allows importation of U.S. vehicles into Canada and contracts out the registration process to the Registrar of Imported Vehicles (RIV). Under the RIV program, flood vehicles coming into Canada will be branded "salvage". Essentially, it means that such vehicles may be authorized to enter Canada to end up at the automotive parts recyclers.

However, some Canadian jurisdictions differ in the way they brand these vehicles. Some of them will deem the salvaged vehicle to be non-repairable, meaning a U.S. flood vehicle is NOT allowed to be registered for the road. Other jurisdictions, however, may authorize licensing of the vehicle provided all the necessary repairs and inspections have been performed.

CCMTA reiterated these words of advice in its country-wide release. It encouraged interested parties to check with the



PHOTO: Dancebackwards.com

jurisdiction in which they intended to licence the vehicle. CCMTA also reminded consumers of elementary tips they should keep in mind when having a certain vehicle inspected for possible flood damage.

This advice is available on-line on RIV's website, at www.riv.ca. or on CCMTA's own web site, at www.ccmta.ca (under *News*).

Forum (continued from page 1)

increased focus on medical fitness and functional assessment, new research, medicine and technology, it's time for us to consider the evolution of our strategy. The information to be shared and the discussions planned will help us to meet the safety and mobility needs of our growing aging driver population."

You'll find more information and registration details on AAMVA's web site, at www.aamva.org. Other details specific to the Canada Day can also be found on CCMTA's website, at www.ccmta.ca.

Canada Day program at a glance

- Introduction
- Forum Learnings
- Research Update
- Canadian Showcase
- Canadian Aging Driver Strategy
- Evolution of the Strategy

Jokes on the fly...

In an office: Would the person who took the step ladder yesterday please bring it back or further steps will be taken.

On a church door: 'This is the gate of Heaven. Enter Ye all by this door.' (This door is kept locked because of the draught. Please use side door.)

CCMTA issues pocket bike warning

For the second year in a row, CCMTA issued a Canada-wide release prior to Christmas to advise caution to parents who intended to buy a pocket bike for their child or children.

CCMTA reiterated the safety risks associated with the (illegal) use of these vehicles on the road as they are not fitted with mandatory safety equipment. Moreover, they are very dangerous because of their diminutive

size and because of the high speed they can reach. These bikes, a fad originally from Europe, are meant for off-road use on private property or on a dedicated race track. They are not allowed on public roads.

The warning came too late for an Ottawa area young man. In December, he was run over by a vehicle when riding such a pocket bike. He is believed to be the first such fatality in Canada.

Implementation of Trip Inspection set for July 2007

Further to approval in May 2005 of the last outstanding element of the NSC Trip Inspection Standard – the procedure applying to motor coaches, the CRA Committee set out in October to discuss options for national implementation of the revised standard.

With Saskatchewan's approval to delay full implementation to July 2006 (the province has already enacted the revised standard and an education period is now under way), all other provinces have now committed to work toward a cross-Canada implementation date of July 1, 2007.

In the meantime, a project group has been struck to develop an implementa-



tion strategy that will ensure reciprocity among Canadian jurisdictions during the transition period between July 2006 and July 2007 as jurisdictions get on board and put the new standard in place. The group is led by Ontario's Peter Hurst.

Revised requirements for trucks and trailers and high-side buses were approved in the fall of 2003 and spring of 2004 respectively. Formal adoption of the standard had been put on hold pending resolution of the requirements applying to motor coaches (see *summer 2005 issue of CCMTA News*).

D&V in brief

Ministers sign CDLA MoU

Completion of the CDLA (Canadian Driver Licence Agreement) to replace the CDLC (Canadian Driver Licence Compact) took another important step towards completion with the signing of an MoU by the Council of Ministers in September 2005.

Led by Mitch Fuhr of AB, the project remains the top priority for D&V. A gap analysis is currently being undertaken and completion is expected in early March. The new agreement will enhance the existing CDLC, signed in 1990, which currently allows for the exchange of driver licences and conviction information between Canadian jurisdictions. The new CDLA will include enhancements to both driver licence administration and identification security.

Draft NVIS proposal approved

At its December meeting, the CCMTA Board approved in principle a partial electronic NVIS standard. However, the dedicated project group still has some work to carry out in 2006 as there are a number of important issues to be resolved with industry partners regarding the details of the NVIS form, security aspects, implementation schedules and the resolution of mandatory or optional fields. It is hoped a final standard can be developed for May 2006.

RSRP committee forms two new Task Forces

Rural road safety

Recognizing the importance of developing a rural road safety strategy aimed at supporting the *Road Safety Vision* (RSV) sub-target of a 40% reduction in the number of serious injuries and fatalities occurring on rural roadways, the CCMTA Board of Directors approved in December 2005 the formation of the Rural Road Safety Task Force.

Among other activities, the group's first task is to identify and prioritize recommended strategies contained in a report prepared by Transport Canada ("*Rural Road Safety in Canada: Traffic Collision Trends and Recommended Strategies*") that could realistically be implemented on a national scale and lead to the greatest reductions in fatalities and serious injuries on rural roadways.

In addition to the CCMTA jurisdictional and associate membership on the group, an invitation has been extended to the Transportation Association of Canada (TAC) to assist in dealing with issues related to road design and construction.

Task Force to take the lead from NCDB Project Group

Work for the National Collision Database (NCDB) Project Group, whose primary goal is to make recommendations concerning Transport Canada's NCDB Data Dictionary, will be wrapping up in the next few months. To monitor implementation of the updated data dictionary, the CCMTA Board of Directors recently approved the formation of a National Collision Data Task Force.

The group plans to raise awareness on the importance of collecting crash data and examine ways to make it easier for data collectors to complete forms. The forms will require development of standards for electronic data capture, electronic forms and an evaluation framework for analyzing incident collection software.

The new group will also take over responsibility for the identification of road safety needs and develop model methodologies to allow for jurisdictional comparisons and best practices related to electronic data collection.

HoS : interpretation work under way

The federal Hours of Service regulations has reached another milestone with its publication in the *Canada Gazette, Part II*, on November 16th, 2005.

Up next: the interpretation and implementation process. The Interpretation/Implementation Project Group has commenced work, with a mandate including implementation issues, communications, educational enforcement and a training component. The regulation is set to take effect as of January 2007.

In a December 2005 letter, regulated stakeholders were asked to comment on where clarification was needed for the upcoming interpretation guide. A series of meetings with stakeholders is planned for mid-February to discuss the input received. Based on the feedback, the guide will be amended by the project group later in the spring. When completed, the interpretation guide will be hosted on CCMTA's web site.

A report is expected at the May meeting in Charlottetown.

Distracted driving strategy expected in May

In October 2005, the Canadian Automobile Association (CAA) and the Traffic Injury Research Foundation (TIRF) organized an International Conference on Distracted Driving which was sponsored by a number of industry stakeholders, including CCMTA.

The Toronto conference was aimed at identifying rational and effective programs and policies for managing the problem of distracted driving, based on solid evidence regarding its magnitude and causes. Jean Wilson, chair of the STRID Sub-Group on

Distracted Driving, attended the conference along with a number of members from CCMTA's Standing Committee on Road Safety Research and Policies. Ms. Wilson was also one of many conference speakers, presenting a national review of legislative and regulatory approaches for dealing with distracted driving.

The Distracted Driving Sub-Group intends to review the conference proceedings, which are expected to be available in February 2006, and make use of its conclusions and recommendations in the development of a national distracted driving strategy.

Code W licence identifier on hold

Canadian jurisdictions have put their plans on hold for the implementation of the unique identifier known as "Code W" on driver licences for commercial drivers who, for medical reasons, are not permitted to drive in the U.S.

The implementation date of April 2006 was postponed following an August 2005 announcement by the Federal Motor Carrier Safety Adminis-

tration (FMCSA) of a review of U.S. commercial driver medical standards.

Currently Canadian commercial drivers who are insulin dependent diabetics, hearing impaired or have epilepsy are permitted to drive in Canada but not in the U.S. Similarly, U.S. commercial drivers who are unable to drive in Canada will also be required to display a unique identifier on their driver licences.

What's new at www.ccmta.ca

CCMTA has updated certain publications and added material to the web site. You'll find :

Report Centre

- *CCMTA Overview and Terms of Reference Manual 2006*
- *STRID Monitoring Report: Progress in 2003 and 2004* (October 2005)
- TIRF report: *Alcohol-Crash Problem in Canada: 2003* (October 2005)
- pamphlet: *Canadian Motor Vehicle Traffic Collision Statistics: 2004*

Annual Meeting on-line registra-

tion and Program under the "Annual Meeting" thumbnail.

NORP 2010 section under RSRP

with pages specifically dealing with NORP's strategy, reports, model legislation, public service announcements and links to government departments and road safety stakeholders.

NSC Cargo Securement Standard section

with pages specifically dealing with an overview and milestones of the cargo securement file, minutes of meetings from the last ten years, regulations and standards,

interpretation guides and cargo-related publications.

Publications

- *National Safety Code, 2nd Edition* (November 2005)
- *Commercial Vehicle Inspections in Canada and Periodic Motor Vehicle Inspections - 2006 edition* (February 2006)
- 2006 Directory
- Updated Medical Standards

Work continues on Dangerous Goods Driver Training

CCMTA's Project Group on Dangerous Goods met in Ottawa on November 22, 2005, just prior to Transport Canada's Federal/Provincial/Territorial TDG Task Force meeting. The group is tasked with a review of the training and certification of commercial truck drivers transporting dangerous goods on the heels of a Quebec study which pointed out the need to review basic TDG driver competencies.



PHOTO: Courtesy John Warkentin

Yukon officer Christina Jamieson conducts the TDG survey at the Watson Lake Weigh Station.

A number of options are being looked at, including ways to tighten the delivery process to ensure all drivers transporting dangerous goods possess a minimum skillset of basic knowledge, improvements of TDG-related record keeping and monitoring and the potential implementation of a national testing program for TDG drivers.

As part of its efforts to better quantify the problem, the Project Group conducted a short Canada-wide driver survey in January to gauge drivers' knowledge and verify the effectiveness of current driver training. Results of the survey will be collated and reviewed by the group later in February. Work continues, and the

final report is expected in May... The group is led by the Yukon's John Warkentin.

RSV 2010 Task Force undertakes mid-term review of Road Safety Vision 2010

A review of CCMTA's *Road Safety Vision 2010* targets and progress to date will be conducted in 2006 by the RSV 2010 Task Force. The review is the result of the Vision's action plans approved by the Council of Deputy Ministers Responsible for Transportation and Highway Safety in September 2001.

RSV 2010 includes a national target of a 30% reduction in fatalities and serious injuries as well as a number of sub-targets which are monitored annually. Both the national target and sub-targets have clearly defined goals with which to measure the success of RSV 2010. A progress report is provided to the Council of Deputy Ministers each year and an annual report is produced to provide the public and road safety stakeholders with a general assessment of the progress being made.

The action plans and strategies developed by various CCMTA task forces and project groups in support of RSV 2010 will be reviewed to determine their effectiveness. A close examination will determine what measures identified in the various strategies have been implemented by each jurisdiction; identify areas where greater efforts are needed to achieve the target objectives; identify possible changes in targets; and identify expertise/resources required to enable Canada to achieve the quantitative targets of the Vision.

A draft report is expected to be completed by May 2007.

New D&V group on Exhaust Noise Testing

D&V has formed a new project group to establish national protocols and standards for stationary or static exhaust noise level field testing. Bernadette McIntyre of SK will lead the group. She noted at the D&V October 2005 meeting that while new vehicle manufacturers must meet exhaust noise level standards, there are few post-manufacturing

standards at the jurisdictional level. She added "road racing and excessive vehicle noise are concerns common to most jurisdictions and in reaction to complaints from the public regarding street racing and excessive noise from motor vehicles, law enforcement agencies have come under pressure to correct the problem."

New PMVI Manual coming soon

CCMTA is now putting the finishing touches to the new edition of the *Periodic Motor Vehicle Inspections Manual*, which sets out the compulsory in-shop annual and semi-annual inspection requirements for commercial trucks, trailers and buses under *National Safety Code* Standard 11. Revised and updated by the Project Group on Commercial Vehicle Inspection Standards, the new PMVI manual will be available for sale shortly, with a French edition coming out later in the year. The last edition was published in the spring of 2001. Please contact the CCMTA Secretariat for ordering information or see CCMTA's web site for details.

SAAQ anti-drinking/driving program becomes a hit

It started out as a joint venture to help police officers in the Saguenay-Lac-Saint-Jean area to step up their drinking-driving checkpoint campaign. And now, a Société de l'assurance automobile du Québec program enjoys much popularity among the ranks of its different partners, and it has reached out to many segments of the driving population.

Geneviève Dumont works at SAAQ's Policies and Programs Branch. She is the one responsible for coordinating the growth of this strategy. The program started off in 2003 with a wish from the Saguenay area police to run an intensive checkpoint campaign, as B.C. has been doing, but authorities were also looking for a way to reach their target audience.

According to SAAQ statistics, males aged 25 to 44 are the ones more prone to die in alcohol-related collisions and whose BAC was over 0.08. SAAQ started setting up an information booth right on the work premises. "I, for one, wanted to interact directly with people within their workplace," explained Ms. Dumont in a December interview. "After all, these people spend much of their time at work which becomes their everyday environment. We wanted to experiment with going inside businesses, as this had never been done in Quebec."

Julie Néron, SAAQ's representative for the Saguenay-Lac-Saint-Jean and Eastern Quebec regions, was soon at work developing a concept for aluminium giant Alcan. Quebec's *Commission de la santé et de la sécurité au travail* (Workmen's Compensation Board) and Alcan's own security officers helped in attracting workers to the display area or attending the seminars.

"The wonderful thing is that on-site safety officers were delighted to see us arrive with our promotional equipment as our message addressed some of the concerns they had," explained coordina-



Courtesy SAAQ

Regional field representative Julie Néron instructs Alcan workers on the dangers of drinking and driving.

tor Dumont. If a seminar or conference was not possible on the premises, the SAAQ booth would simply be set up in the cafeteria at strategic times of the day. Many workers eventually received some valuable information, and more importantly, talked among themselves about what they had learned, contends Ms. Dumont.

More places, more training...

The program's purpose expanded. In remote areas such as Chibougamau (where an important business can easily employ 20 to 50 percent of the local population), the SAAQ/local police also trained substance abuse councillors in matters dealing with alcohol consumption.

By then, the "heart" of the province also benefitted from a SAAQ field representative, Danielle Loiselle. The team attended various trade or specialized shows and human resources conferences. In

2004, SAAQ developed a kit, *Party en toute sécurité* ("Party safely") to teach businesses about their responsibilities while hosting a get-together involving alcohol. (This kit has received a Zenith award for its graphic quality in conveying a government communications message.)

"Since this all started, we have presented our message to numerous other major companies such as Abitibi-Consolidated, Bowater, Bombardier, Air Canada. We have visited 25 companies and made over 4,000 employees aware of the risks of drinking and driving. All this with very little (outside) promotion.



Courtesy SAAQ

SAAQ personnel and a police partner on hand at Bombardier. From l. to r.: Paul Maltais, Danielle Loiselle, Julie Néron and Marie-Anne Ouellet (all from SAAQ) and Joëlle Cousineau, from the Montreal Police Service.

"The bottom line is: as important as a repetitive anti-drinking and driving message is for the masses, there must be more direct in-the-field involvement – and collaboration from many agencies – to spread this message." concluded Geneviève Dumont.

In the jurisdictions

Licensing and NSC changes in Manitoba

Manitoba plans to implement a number of driver licensing changes that will increase customer choice, expand hours of service and improve personal identification security.

Within about a year, Manitobans will be able to renew their driver licence and vehicle insurance at the same time and place. Customers will have the choice of more than 320 service providers as the licensing service network will expand to include all brokers representing Manitoba Public Insurance. The move will provide 178 additional outlets for licensing services in urban centres, and more than double the number of service outlets available province-wide.

Security-wise, Manitoba plans to introduce a new driver licence photo card with increased security features that will help Manitoba keep pace with international identification standards. The new photo card system will introduce digital technology to each broker outlet and allow for centralized printing and electronic storage of driver licence photos in a secure central database, thereby changing the way photo licensing cards are produced and distributed.

Forging ahead with NSC... As of January 2006, Manitoba has implemented *National Safety Code* Standard 6. All

Class 1-4 drivers will be required to file mandatory medical reports more frequently.

This change in medical reporting frequency brings Manitoba's commercial driver licensing system in line with requirements under the *Canada-United States Medical Reciprocity Agreement*, and makes medical reporting requirements for commercial drivers in Manitoba consistent with those already adopted by other Canadian jurisdictions.

MTQ names *Operation Red Nose* founder to working group

Quebec's Ministry of Transport has named Jean-Marie de Koninck, originator of the famed *Opération Nez-Rouge* (Operation Red Nose) Holidays drive-home campaign to head a round table on road safety. According to MTQ, some 30 representatives of police, municipal or ministerial background, user groups and others will advise Minister Michel Després on a permanent basis as to solutions to driver behaviour and road infrastructure. Quebec's road fatalities have decreased from 2,209 in 1973 to 647 in 2004, but the present collision toll still stands at over 56,000 casualties, if the 6,000 seriously injured and 49,850 slightly injured riders are factored in.

Veterans' plates in Quebec

The *Société de l'assurance automobile du Québec* implemented a number of

changes in the New Year. One day before Remembrance Day, the government announced Quebec veterans would be able to acquire a special plate with a poppy in the centre. Other jurisdictions have instituted a similar program. Applicants will have to qualify, as per Royal Canadian Legion requirements.

Quebec owners and operators of vehicles of over 3,000 kg which are used to transport passengers or goods are benefitting from a payment plan for their registration. Since March 2005, payments for registration, insurance contributions and administrative fees may be paid in six installments. However, IRP payments for vehicles registered in other jurisdictions still have to be made in one lump payment. According to SAAQ statistics, 22% of vehicle owners have adopted this new payment method.

B.C. tackles drinking and driving, auto theft

British Columbia enacted a host of legislative changes in 2005 to curb the drinking and driving problem. For instance, ICBC can now refuse to issue a driver licence to someone with outstanding fines under the *Liquor Control and Licensing Act*. Multiple offenders under the Act or under the *Criminal Code of Canada* can also receive help through a user-pay rehabilitation program. A Justice System Working Group has been formed to study recommendations stemming from a consultation process aimed at improving the criminal justice system when dealing with impaired driving.

As for British Columbia's *bait car program*, it is expanding. The interior and other regions of the jurisdiction will set up their own operation because this method has proven it reduces auto theft as well as provide vital evidence (by way of in-car video camera), enabling authorities to prosecute car thieves.

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High tech Quebec driver licence

Participants to the D&V fall 2005 meeting in Ottawa got a first glimpse at Quebec's new driver licence. SAAQ representative Harold Blaney distributed samples of the new document, which incorporates security enhancements and features which make reproducing or falsifying it very difficult. The card itself is made of Teslin™, a flexible material which is not prone to split, thus prolonging its life (New York state is also using this material). Moreover, SAAQ produces it in-house in sheets of 18 units and saves costs. Quebec issues 1.3 million licences annually (new, lost, damaged, change of class, etc.). The actual number of driver licences presently stands at 4.8 million in that jurisdiction.



In the jurisdictions

(Continued from previous page)

Yukon enhances impoundment law, looks at Graduated Licensing

Impoundment of an impaired driver's vehicle has been in effect in the Yukon since 1999. Last fall, the jurisdiction amended its law to release vehicles earlier if they have been impounded by mistake. The impoundment period remains stiff: 30 days for the first instance, 60 days for the second and

120 for a third if it occurs within five years. Police can proceed if the driver is impaired, if he/she refuses to give a sample as requested, was driving without a licence (or while suspended) or if he/she fled a crime scene.

The Yukon Department of Community Services has completed its two-month long public consultation of the Grad-

uated Driver Licensing Program. The hired consultant surveyed both the parents and the drivers. The program was established in 2000 and has reached between 5,000 and 6,000 GDL drivers. Licensing administrators were waiting for the consultant report in January. The program may be amended at some time in 2006. Yukon indicates it has achieved a 29% reduction in deaths and injuries within this group since the inception of the GDL.

Quebec holds new CVSA training

Contrôle routier Québec organized a CVSA training session for inspectors between November 27th and December 9th, 2005, at the *École nationale de police du Québec* (Quebec police training school) in Nicolet, near Quebec City.

To ensure uniformity among the jurisdictions, instructors Claude Loubier (Quebec), John Lunney (New Brunswick) and Wes Roth (Alberta) were on hand to teach four new CVSA instructors and five *Contrôle routier Québec* enforcement officers. Thanks to these newly trained officers, *Contrôle routier Québec* is on its way to certify all its officers to CVSA standards in 2006.

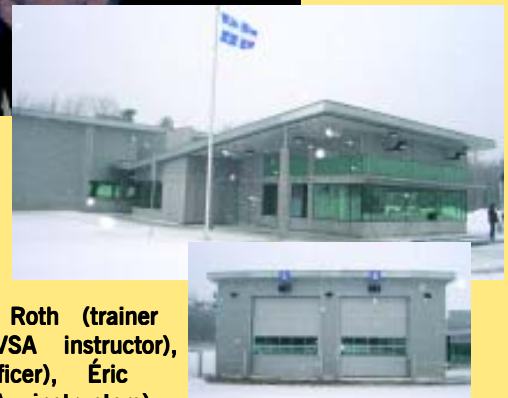
Midway through their two-week session, trainers and trainees were able to visit snowy Quebec City as well at the brand new inspection station in Saint-Nicolas, along Highway 20 West. This facility is state

of the art, as it features two heated garages in which enforcement officers

will be able to perform CVSA Level I inspections on a year-round basis.



From left to right, front row: Yannick Goupil (CVSA instructor) and enforcement officers Réjean Bellemare, Benoît Guindon, Anne-Marie Hamel, Hugues Babin, John Lunney (trainer from New Brunswick). Back row: Wes Roth (trainer from Alberta), Alain Bélanger (CVSA instructor), Christian Barette (enforcement officer), Éric Gauvreau and Harold Petit (CVSA instructors) and Claude Loubier (*Contrôle routier Québec*). Photos at right: *Contrôle routier Québec's* new inspection station along Highway 20, near Quebec City.



PHOTOS: Courtesy *Contrôle routier Québec*

News from all over

Bill axed by federal elections

Bill C-16, *An Act to Amend the Criminal Code (Impaired Driving)*, for which CCMTA STRID 2010 Task Force chair Quaye Kwei presented a brief to a Commons Standing Committee in 2005, died on the Order Paper. At the time, Commons committee members had asked CCMTA to suggest wording to modify the Bill, which CCMTA provided.

The CCMTA Board of Directors in December agreed to write to the new federal Minister of Justice to request Bill C-16 be re-introduced in the next sitting of Parliament.

Sources: www.parl.gc.ca and CCMTA Board minutes

FDR trainers on the hot seat!

As apprehensive and nervous as they were on the first day, a hardy group of 16 people from all over Canada were smiling and saying their good-byes before parting company in Ottawa, in November 2005. Each participant will now instruct colleagues in fraudulent document recognition (FDR) techniques.



Happy students at the conclusion of the fall 2005 FDRT Train the Trainer session. From left to right: Karla Fedorak (AB), Kelley Merilees-Keppel (NT), James Demchison (NU), Tim Garrity (PE), Tony Singleton (BC), Barbara Galbraith (NB), Ulysse Poirier (MB), Shelly C. Wilkie (NS), Gabriele Spoyda (ON), Rhonda Allen (NL), Anne Carmichael (QC), Tracy Bendera (YT) and Chris Williams (SK).

CCMTA has been working for over two years with its U.S. partner, AAMVA, to add Canadian content to a very thick FDR document. The manual explains how to recognize driver licences, passports, identity cards and other official documents which have been altered or created altogether in order to forge a new identity for its holder.

Ever since the events of 9/11 in the U.S., jurisdictions have stepped up their techniques to ensure document holders are really who they say they are. Since November 2004, three FDR training courses have been held in Canada.

This time around, instructors Laura Barkley-McKeeman (Ontario Ministry of Transport) and René Collette (Manitoba Public Insurance) had to instill their knowledge to colleagues who will, in turn, instruct their jurisdictional colleagues (known as a Train the Trainer session).

Classroom practice

For a week, participants absorbed the material and had a chance to practice the skills they had just learned by speaking/instructing in front of their peers and they eventually wrote a comprehensive exam. *CCMTA News* spoke with a few participants.

MTO's Gabriele Spoyda recognized "there was no room for *ad lib*. Delivering

this material on our feet (in front of the class), we had to organize the flow of things to present. I now have a better idea of HOW to present this material."

Upon coming back to her professional surroundings, Ms. Spoyda and colleagues were to embark on fraud training to some service providers.

Manitoba's Ulysse Poirier found a portion of the week stressful but relaxed as he understood the course content. As an aside, he was very happy to practice his French speaking skills with fellow student Anne Carmichael, of the *Société de l'assurance automobile du Québec*. Ms. Carmichael had travelled to Ottawa in June 2005 for the regular FDR session.

"It wasn't that easy to go in front of the class and teach a portion of a module to the others," she admitted. "Laura had said to us we would remain friends in spite of their evaluation of our presentation and everyone accepted this," she laughingly added.

Ms. Carmichael was then to help refine better "document integrity" procedures and practices within SAAQ.

Out in the field

In fact, the newly certified instructors all had their work cut out for them as soon as they returned to their working environment. Given Yukon's vast geographic area, Tracy Bendera's office was to coordinate training sessions for employees/contract employees in smaller areas. Once the ten regional offices were covered, Ms. Bendera's employer intended to train the Liquor Control Board employees. Like Anne Carmichael, Bendera had also travelled to Ottawa in June 2005.

Ulysse Poirier was also destined to be very busy by year's end and the start of 2006. "René (Collette) and I customized the course over the last while for our front-line clerks. I am now certified to teach this course to about 100 people. Of course, MPI has policies (on fraud detection) and others will be developed."

Instructors Laura Barkley-McKeeman and René Collette raved about their pupils' performance. Mr. Collette agreed it had been an intensive week, "but (the participants) were just a wonderful crew." Laura concurred, adding: "We learned a lot, René and I, from the students themselves."



Laura Barkley-McKeeman and René Collette were the instructors.

People

Ontario has a new Deputy Minister of Transport. She is **Shelly Jamieson**. Board member **Frank D'Onofrio** is back as MTO Assistant Deputy Minister while **Ernie Bartucci** returns to his previous duties of Executive Director, Operations, Road User Safety Division.

In the Yukon, **Walter Brennan**, Manager Motor Vehicles at the Yukon Department of Community Services, moves on to that territory's Department of Education. **Mark Bowers** becomes the Acting Manager. **Vern Janz** has been appointed as Director of Transport Services Branch and thus replaces **Mark Evans-Ehrich** on the Board.

Newfoundland and Labrador has also had a few administrative changes. **Trevor Taylor** is the new Minister of Transportation and Works. **David Norman** has left his position as Registrar of Motor Vehicles at the Department of Government Services to become Assistant Deputy Minister, Labour Relations, Public Service Secretariat. **Tom Beckett** is now Acting Registrar and will sit on the Board.

Saskatchewan welcomed a new Minister of Highways and Transportation. He is **Eldon Lautermilch**.

Transport Canada's **Derek Sweet**, Director General, Road Safety & Motor Vehicle Regulation and CCMTA's 2004-

2005 President, has announced he is retiring on April 5th.

Some jurisdictions have also named new people within CCMTA's standing committees. CRA welcomes **Greg Gilks**, Acting Director of Commercial Vehicle Safety and Enforcement at the British Columbia Ministry of Public Safety and Solicitor General. Quebec's **Alain Turcotte** becomes vice-chair of the committee.

Transport Canada's **Ian Noy** has left to become Director at the Research Institute for Safety, Liberty Mutual Group, in Hopkinton, Massachusetts; no replacement has been named yet.

At D&V, the Northwest Territories' **Kelley Merilees-Keppel** replaces **Stephen Murphy** within the committee. She is Acting Manager, D&V Licensing Programs at the NWT Department of Transportation.

Late breaking news from the U.S. as the newsletter was going to print. FMCSA Administrator **Annette Sandberg** has announced her resignation, effective March 1st, 2006.

CCMTA welcomes new members

Mr. Daniel Béland
Gestion Daniel Béland Inc.

Mr. Larry Boyd
Executive Director
Ontario Recreation Vehicle Dealers Association

Mr. Rodolfo Giancoman
NAFTA Development Administrator
TML Information Services Inc.

Mr. Gary Greig
Public Works/Service Foreman
Vulcan County (Alberta)

Mr. Richard S. Harris
VP Operating Tax
Penske Truck Leasing Leasing Co.

Ms. Pamela Henry
Marketing Manager
LaserCard Corporation

Mr. John Hyslop
Operations Manager, Tech Center
Precision Drilling Corporation

Mr. Alex MacAusland
Vice President
Precision Drilling Corporation

Mr. Bob MacKay
Fleet Support: Hiring – Training – Retention
Seaboard Liquid Carriers

Mr. Gary P. Richard
President & Chief Scientist
Sun-Up Products, Inc.

Ms. Brenda Robitaille
Program Coordinator
Portage College

2006 Directory : it's here!



The CCMTA Directory is now available.

The Annual Directory contains contact up-to-date information for over 600 government and associate members, as well as stakeholders.

To order, please go to www.ccmta.ca and fill out the order form contained in the "Publications" section. Or you can call Martin Rochon at (613) 736-1003, extension 252. A reminder: associate members who renew for 2006 will receive a complimentary copy.

Calendar of Events

AAMVA/CCMTA Forum **Aging and
the Medically At-Risk Driver**
March 4-6, 2006
Austin, Texas

CVSA Annual Conference
April 22-27, 2006
Hartford, Connecticut

CCMTA Annual Meeting
May 14-18, 2006
Charlottetown, P.E.I.

Operation Air Brake 2006
Unannounced date in May

Roadcheck 2006
June 6-8, 2006

AAMVA Region IV Conference
June 29-July 2, 2006
Seattle, Washington

AAMVA Region III Conference
July 11-13, 2006
Omaha, Nebraska

AAMVA Region I Conference
July 20-25, 2006
Hauppauge, New York

Chuckles Corner



"It's not worth it, Roy! Let's just give him our noses and let him go!"

A husband and wife duo took their two-year-old daughter to the home improvement store. Madison got tired of walking, so the husband let her ride on his shoulders. As he walked, Madison began pulling his hair. Although he asked her to stop several times, she kept on. Getting annoyed, he scolded, "Madison! Stop that!" "But, Daddy," she replied, "I'm just trying to get my gum back."

The racehorse owner was annoyed with the running of his horse at the race. He turned on the jockey. "Flaherty, could you not have raced faster?" "Sure I could have, but you know we are supposed to stay on the horse."

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 U.S., Mexico and Europe
- Implementing strategies to enhance stakeholder participation
- Pursuing advocacy positions and strategies