

CCMTA

news

Newsletter of the Canadian Council of Motor Transport Administrators

Partners in safety... to make it happen

Alberta's **Shaun Hammond** was recently appointed CCMTA President. Mr. Hammond offers his views on what is to be accomplished as part of CCMTA's Road Safety Vision:

For a decade now, ministers and deputy ministers responsible for road safety in their jurisdiction have taken a stand on a national strategy called Road Safety Vision (RSV), in order to make Canada's roads the safest in the world. We want to achieve our goal by 2010! That is three short years from now.

Other countries have also forged ahead with their own commitments, especially within the Organisation for Economic Co-operation and Development (OECD), and many have slowly outdistanced our own efforts.

The mid-mandate review CCMTA and Transport Canada are co-funding (see summer 2006 and this edition of *CCMTA News*) will address how our various jurisdictions have been able to respond to RSV's main goal and sub-targets.

The 4-C approach

Stakeholders from all walks of professional activity have been involved for years in the strategy. There is no question there needs to be a high level of communication, coordination, cooperation and consultation among the players who all have a stake in improving Canada's safety record on the roads.

As we inch towards the deadline, we all need to increase and sustain our efforts in order to



Shaun Hammond, Assistant Deputy Minister at Alberta Infrastructure & Transportation, is our 2006-2007 President.

achieve the RSV 2010 goal. Any action we collectively come up with will save more lives on our roads. These are the stakes.

Hence the theme choice for our 2007 meeting, *Partners in Safety*. Many changes, some of which may not have been foreseeable just a few short years ago, are now impacting the way people and goods of all sorts are being carried from one location to another or how drivers and their vehicles are being managed.

Only through discussions, sharing knowledge and agreeing to public policy and programs towards road safety will all interested parties be able to grasp the magnitude of the challenge and suggest avenues for action.

By the same token, if Canada is to achieve its RSV 2010 objective, we absolutely need to reach out to the road users and involve them even more in this grand project.

Let's make it happen, as partners. We look forward to welcoming you in Edmonton next May.

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Edmonton awaits!

For over a generation, many artists have reminisced about going “back to Alberta” ever since Ian Tyson penned the words to *Four Strong Winds* in 1961. Well, CCMTA delegates can do just that, as the 2007 Annual Meeting will be held in its capital, Edmonton, in May!

“Partners in Safety” is what Alberta Infrastructure and Transportation and CCMTA President Shaun Hammond have selected as the theme for this year’s meeting. The theme of course alludes to the cooperation demanded of all stakeholders who partake in CCMTA’s Road Safety Vision of having the safest roads in the world by year 2010. Delegates are invited from May 13th to 17th, at the Crowne Plaza Chateau Lacombe Hotel, in downtown Edmonton.

Business sessions

As in previous years, CCMTA will offer a full business and social program. Over 30 sponsors have already committed to the Annual Meeting (see sidebar). Please contact Ian Tomlinson at 613-736-1003 for full details. Exhibitor opportunities are also available.

Committee meeting agendas will be available for government and associate members in early March. Stay tuned to CCMTA’s web site at www.ccmata.ca for all the latest meeting information.

Lots to see!

Edmonton, Alberta’s capital, sits very close to the enchanting Canadian Rockies and many outdoor adventure possibilities. The city also boasts a number of man-made attractions such as the West Edmonton Mall, the largest shopping and entertainment complex in North America. Shop, skate, ride a roller-coaster and even tackle the waves under the same roof. Other attractions in Edmonton include the Muttart Conservatory and Fort Edmonton Park.

This year’s host team has organized no less than three Tuesday afternoon tours.



PHOTOS: edmonton.com

Top: Scotia Bank Place, downtown Edmonton. Middle: Alberta legislative building. Bottom: West Edmonton Mall.

Delegates will be asked to choose between an expedition to the famous West Edmonton Mall, stepping back in time at the Reynolds-Alberta Museum or visiting the Enform Training Centre.

Come out and be enthralled by Edmontonian hospitality!

Early bird sponsors

Platinum

- Canadian Association of Oilwell Drilling Contractors
- Precision Drilling Corporation
- Canadian Bank Note Company Limited
- Digimarc Corporation
- Registrar of Imported Vehicles (Adminserv – A Livingston Company)
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- Canadian Vehicle Manufacturers’ Association
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- AAMVA – Region IV
- Accident Support Services International Ltd.
- Alcohol Countermeasure Systems Corp.
- Association of International Automobile Manufacturers of Canada
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- Carfax, Inc.
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- Motorcycle and Moped Industry Council
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- Recreation Vehicle Dealers Association of Canada
- Sherlock Antitheft Marking Inc.
- Verigo Inc. Wireless Logbook and Vehicle Inspection Report
- VeriSol (Verification Solutions, Inc.)
- War Amputations of Canada
- Zebra Card Printer Solutions

Hours of Service: transition under way

After more than ten years of work by CCMTA members and industry stakeholders, the new federal Commercial Vehicle Drivers Hours of Service Regulations came into force January 1st.

As part of the national implementation strategy, provinces and territories have agreed to a six-month educational enforcement period to June 30, where during the transition enforcement officers will help carriers and drivers understand and comply with the new regulations



HoS Transitional Enforcement Policy

- All federally regulated carriers and drivers will be required to operate in compliance with the new federal regulations as of January 1st, 2007.
- As a number of jurisdictions have confirmed they will be experiencing a delay in the implementation of their own regulations for intraprovincial transport, intraprovincial carriers and drivers will be expected to comply with the new rule as soon as their respective new provincial/territorial regulations become effective (*a schedule on intraprovincial implementation appears on the CCMTA web site*).
- During the transition period to June 30th, 2007, carriers will be provided at roadside with feedback and the required information to understand and comply with the new regulations.
- In cases of violations, enforcement action consisting of warnings up to and including out-of-service declarations will be taken at roadside and during facility audits to ensure road safety.
- Jurisdictions reserve the right to lay appropriate charges in the most serious cases and/or upon incidences of repeated violations and multiple warnings, and carriers and drivers will be tracked accordingly.

(*please see transitional enforcement policy at left*). Full enforcement is set to begin July 1st, 2007. The new regulations govern the operation of extraprovincial undertakings, i.e. carriers that operate between two or more Canadian jurisdictions or between Canada and the U.S. Provinces and territories are enacting local regulations in sync with the federal regulations for intraprovincial or local undertakings.

Originally published in the *Canada Gazette, Part I* in February 2003, the proposed regulations were subject to considerable further review to address the feedback received during the comment period.

Two major consultative exercises in particular were conducted under the auspices of CCMTA. In the fall of 2003, a review of the proposed sleeper berth provisions by a sleep expert panel led to an amendment allowing single drivers operating a truck equipped with a sleeper berth to split their daily off-duty time into two periods of rest. In 2004, a comprehensive review of the regulations' elapsed time provision was conducted through a combination of stakeholder input, driver focus groups and an expert fatigue panel, eventually leading CCMTA officials to retain the regulations' 16-hour elapsed working window over an envisioned increase to 18.

Work to finalize and iron out the regulations continued throughout 2005, culminating in the publication of the

regulations in the *Canada Gazette, Part II* on November 16, 2005.

The new regulations are different from the previous one in that they introduce a number of new research-based fatigue management concepts, notably in the form of a daily limitation and the elapsed-time limitation, aimed with several others at curtailing accumulated fatigue through improved opportunities for rest.

Training aids

As part of the roll-out strategy, an application guide which provides regulatory guidance on specific aspects of the new regulations was developed over the last year. The guide is posted on the public section of the CCMTA web site @ <http://ccmta.ca/english/produstandservices/publications/reportcentre.cfm>. A number of awareness aids has also been produced by provinces – with training tools available electronically on the web in several jurisdictions – as well as truck and bus associations, and other awareness aids are expected shortly from Transport Canada.

Meanwhile a new project group was created in December to address any further interpretation/application issues that may arise over the next year as governments and industry work with the new regulations. The regulations are available on both the Transport Canada and CCMTA web sites.

RSV 2010: will we make it?

Canada's national road safety strategy, Road Safety Vision 2010 (RSV 2010), is faced with a tight deadline as it passes the halfway mark of its lifespan. Many have wondered if the targets will be reached and what it will take for Canada to have the safest roads in the world by 2010.

With this frame of mind, representatives from all three of CCMTA's standing committees and industry stakeholders gathered at a Road Safety Vision 2010 Workshop on November 7th, 2006 to review the management, operations and progress being made towards each of the Vision targets.

To generate discussion, participants were given an overview of international and "best practice" programs and targets. They also learned how a "safe system" approach would strengthen the effectiveness of road safety interventions and improve public understanding of risks and preparedness to accept potential countermeasures.

The CCMTA-sponsored workshop was led and facilitated by Mavis Johnson and Eric Howard from the Canadian Traffic Safety Institute Inc.

Both international road safety experts are currently contracted to undertake a review of RSV 2010, and the workshop constitutes one part of a year-long investigation to determine if efforts are on track.

Safe system approach

The afternoon break-out session dealt with a safe system approach. This framework comes from work pioneered by Dutch road safety agencies in the



Afternoon participants Don Stonehouse (NS), Brian Jonah (TC) and Linda Gauthier (Canadian Trucking Human Resources Council).

early 1990s when it was called sustainable road safety.

The safe system approach was adopted and has been used as the basis for road safety activity in Victoria, Australia since 2003. It was also adopted across Australia in their current National Road Safety Action Plan.

The safe system approach aims to minimize the severity of injury. The basic premise for survivability is illustrated with a five-star (top-notch) reference to the driver, vehicle and road infrastructure.

When a law-abiding driver drives the safest vehicle at the speed limit on a top-notch road infrastructure, said driver or any other road user should not lose their life in a collision as a result of a simple mistake or error in judgement.

This approach also challenges "system designers" to achieve a balance in the three key factors on the physical network – the road and roadside safety, the travel speed as influenced by speed limits, and the primary and secondary safety features of vehicles in order to achieve safe conditions, which result in non-fatal crash outcomes.

Canada losing ground

Workshop participants were also made cognizant of the fact that in 2004, Canada's fatality rate fell to tenth lowest among Organisation for Economic Co-operation and Development (OECD) member countries from seventh lowest in 2003, based on 'deaths per billion vehicle kilometres travelled'.

Preliminary casualty figures for 2005 suggest that a substantial increase occurred in the number of road users killed in traffic crashes when compared with the 2004 death toll.

While on average the annual death toll due to traffic collisions will show progress by 2010, the national target for fatality reductions (-30%) will not likely be attained. The figures for serious injuries follow a very similar trend.

Time to act

The workshop concluded with generous feedback for the consultants on what issues need to be addressed in order for Canada's Road Safety Vision strategy to succeed. This, combined with results of interviews conducted by the consultants with both government and industry stakeholders, will be useful in preparing the May 2007 mid-term report.

However, at this point it is obvious government and industry stakeholders need to act. Given the mid-point of the RSV initiative has been reached, there may not be sufficient time to change laws, pass motor vehicle regulations or make roadway improvements to effect significant reductions in serious casualties by 2010.

As a result, the CCMTA Board of Directors was presented with the workshop results and progress being made towards the targets, highlighting the need for a significant increase in enforcement and public education campaigns. The CCMTA President has

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Canada to update its alcohol interlock standard

CCMTA's Standing Committee on Road Safety Research and Policies is reviewing current provincial standards for ignition interlocks.

This project consists of reviewing the technical standards currently used in Canada and around the world, and developing a best practices guide relating to program/legislative elements. While the latter is to be concluded in May 2007, the technical aspects will take longer to complete. The objective: a "gold standard" ignition interlock model for jurisdictions to adopt, and a testing authority to certify that specific devices meet the standard.

Technology to the rescue

CCMTA's Strategy to Reduce Impaired Driving (STRID) 2010 Task Force recommends the use of technological

programs such as ignition interlocks to help address the issue of impaired driving, especially by repeat offenders.

In the early 1990s, Alberta, (the first Canadian jurisdiction to use ignition interlock devices) developed a set of technical standards for functional devices to be used in legally mandated interlock services.

Since then, a number of jurisdictions have implemented interlock programs. While the functionality of the programs varies widely by jurisdiction, the technical standards used are typically those initially developed in Alberta. The technology however has advanced quite significantly. Australia, Sweden and the National Highway Traffic Safety Administration (NHTSA) in the United States are updating or developing their own device standards.

Feeling that the current Canadian technology will fall behind other countries, the STRID 2010 Task Force will update the current standard to reflect new technical capabilities and program requirements as well as facilitate national consistency in the technology and programs used. The use of a fully functional ignition inter-



PHOTO: ACS Corp.

lock program is a key policy and legislative initiative recommended in the STRID 2010 Strategy. These devices are seen as important technological tools to deal with high-risk and repeat offenders in terms of reducing impaired driving trips.

The devices could also be used with other special populations, young drivers for example. The STRID target of a 40% reduction in the percentage of fatally and seriously injured people in alcohol-related collisions will be very difficult to achieve without the implementation of this major tool. It would also offer a complimentary technological solution to law enforcement, whose job is to detect and take drinking drivers off the road, by assisting drivers to separate the act of drinking from driving.

Survey in the works

At the same time, Transport Canada in partnership with MADD Canada will be undertaking a survey of Canadians to assess their knowledge and attitudes regarding current ignition interlock programs and future enhancements, including transdermal alcohol monitoring and involving manufacturers in the systems design and integration. Transport Canada is also involved in an international committee examining the future direction of alcohol-sensing interlock systems.

Anti auto-theft guide spells out key recommendations

Borrowing its format from a similar publication in British Columbia, D&V completed its CCMTA Best Practices for Combating Auto Theft, which was approved by the Board in December. D&V members were quick to point out jurisdictions could offer additional information in order to update it on a regular basis.

ICBC's Mark Francis heads the D&V anti auto-theft project group. While the document contains many theft-reducing strategies, he pointed to two key procedures. One calls for all jurisdictions to use the Interprovincial Record Exchange (IRE) network to check all vehicles prior to registration, even more so if a vehicle comes from another jurisdiction. The other is to see law enforcement teams be formed in order to specifically target auto theft.

D&V will remain a forum for government and industry stakeholders to provide updates on anti auto-theft initiatives.

NSC Threshold review under way

Work on the NSC threshold review has now moved into the data gathering stage with a wide-ranging survey of jurisdictions (*please see summer 2006 issue of News*). The plan is to compile a compendium of current NSC exemptions, inconsistencies in intra vs extra operations and available crash and CVSA inspection data. The group is looking into whether the full application of the NSC is truly effective in increasing safety for vehicles in the weight divisions between 4,500 and 11,794 kg.

Most of those vehicles at the lower end of the NSC spectrum are two-axle trucks owned by the trade and service sectors, they do not require a commercial class of driver's licence and do not fit into the true "freight carrier" model. Since these operations tend not to be interprovincial in nature, jurisdictions have addressed those scenarios differently, creating potential for unequal treatment of extra and intraprovincial carriers. Survey results will be compiled in early March, and a report is expected at the May meeting of the CRA Committee...

New CCMTA-Police Partnership Award

CCMTA is proud to announce a new award will be presented annually at CCMTA's Annual Meeting Banquet to honour the commitment and hard work of Canada's policing community in its partnership efforts to support Road Safety Vision 2010.

For many years representatives from Canada's enforcement community have participated in key task forces and project groups under the Standing Committee on Road Safety Research and Policies (RSRP), such as the National Occupant Restraint Program (NORP), the Strategy to Reduce Impaired Driving (STRID), STRID Fatigue, STRID Distraction and many others. An essential working relationship has thus been developed between CCMTA and the police community, aimed at reducing injuries and deaths as a result of motor vehicle collisions.

Police services have also provided front-line enforcement and educational initiatives to collect and support research and collision data which proved very valuable to CCMTA.

Potential award recipients will be selected based on submissions describing a strategic partnership that has been created, nurtured and enhanced through the collaborative interaction of the police community with their local, regional, provincial or national highway safety partners either in the government or private sector. All submissions must specifically identify the benefits reaped by those partnerships as they relate to the overall goals and objectives of Canada's Road Safety Vision 2010.

All Canadian policing community members are eligible. Submissions must be sent to the Secretariat by March 23rd. Details at www.ccmta.ca.

Partial Electronic NVIS project is a go

This year will likely see a host of vehicle manufacturers switching to the partial electronic New Vehicle Information Statement (NVIS), as the Board has approved the new standard at its December meeting.

The NVIS is a document which accompanies a vehicle out of the factory and has been in use since the early 1980s. The industry and dealers now feel they are ready to cut down on the paperwork by creating an electronic format. Upon selling a vehicle to a client, dealers will be able to complete the electronic form before it is presented to the Registrars.

In September, more than 25 vehicle manufacturers and industry representatives convened at the project group's

request to review details from the proposed standard. This successful meeting paved the way for the green light to the project.



New vehicles will be registered electronically with manufacturers, dealers and registrars.

Industry representatives suggested CCMTA coordinate a follow-up forum in 2007 to address any issues stemming from the implementation.

On the web site

To help communication among the jurisdictions and the industry during its implementation phase, an industry liaison section has been created on CCMTA's web site. Industry and jurisdictional contacts will be listed as well as the standard, its background information and the revised electronic form.

D&V in brief

Alcohol Interlock Reciprocity.

Many jurisdictions have recently introduced alcohol interlock programs and issues have arisen with drivers who relocate to another jurisdiction when they are under an interlock program as a sanction for impaired driving. This new project group, formally approved by the Board in December 2006 and led by Réjean Babineau of YT, will be searching for solutions related to harmonization and reciprocity. The group will include D&V representatives from BC, AB, SK, MB, ON, QC, PE, NT as well as an RSRP member and Ian Marples from the interlock vendor community.

Foreign DL Exchange. Lloyd Binks of the Australian Department of Transport provided a presentation on driver licensing practices in Australia



Lloyd Binks

to D&V in November. He indicated all Australian states and territories accept Canadian driver licences for exchange. ON's Sam Erry, who will lead the work, noted CCMTA will

work with Australian authorities to achieve this driver licence reciprocity. Next step: Ontario will carry out a pilot to identify issues on behalf of other jurisdictions.

General Vehicle inspection.

The work of three existing groups will soon be collapsed into one group led by Mark Francis from BC. The new group will address a multitude of vehicle issues including the work of the air bag and the exhaust noise testing project groups, in addition to flood vehicles, harmonization of inspection standards and the Transport Canada 15-year importation rule. This reorganization also meets one of the desires D&V identified in its priority setting to reduce the number of project groups.

Canada studies Electronic Stability Control

The Electronic Stability Control (ESC) devices slowly showing up on various makes of vehicles are not yet well-known by Canadian motorists, according to a Transport Canada survey, and the department encourages consumers to adopt the anti-rollover technology, as the United States is doing.

TC is currently testing ESC-equipped vehicles, and has completed a survey on the use of this technology. It estimates if all passenger vehicles in Canada had been equipped with ESC in 2004, there would have been "at least" 156 fewer deaths and 1,000 fewer serious injuries on Canadian roads. In February 2006, a survey showed 60% of Canadians asked had not heard of ESC and that less than 5% actually owned a vehicle equipped with the life-saving technology.

Not only is Transport Canada presently evaluating benefits and performance levels of ESC systems, should the devices prove capable of handling Canadian driving conditions, the department is proposing to adopt regulation as per the National Highway Traffic Safety Administration in the United States. It encourages Canadian consumers to consider ESC as an essential feature on their next vehicle.

Most of the emerging ESC systems monitor steering wheel variations and react to extreme steering angles or dangerous situations such as *tête-à-queue*. Differences exist between manufacturers as to when the system engages to help the driver keep the vehicle under control.

Transport Canada is presently evaluating potential ESC systems aboard different types of vehicles and could eventually publish new safety guidelines for ESC systems aboard new vehicles. But this



PHOTO: Road Safety, Transport Canada

A 2006 Subaru Tribeca fitted with outrigger gear in preparation for Transport Canada trials.

could still be some time off, admits Denis Boucher, Senior Crash Avoidance & Research Engineer. "The law allows us to add safety criteria, but we would have to publish said criteria and describe what changes are necessary and what performance criteria we are seeking in

the *Canada Gazette*," explained Mr. Boucher in a December 2006 interview. "We would be supplying (manufacturers with) a testing method and as of which date the changes must be implemented, along with a time frame for comment."

Boucher outlined a few differences between the American and Canadian context. "In proportion, we in Canada buy more vehicles than the U.S. Road conditions and our driving habits are also different. What we are trying to do is to predict the influence these systems will have. Some systems will be made available in SUVs and are already aboard higher-end vehicles, and we are expecting they will become available in (mainstream) vehicles."

By 2012 south of the border

In September 2006, the American government suggested all new cars should be required to have standard anti-rollover technology by the 2012 model year. The United States contend 40% of all new vehicles now offer ESC

as standard equipment and that their widespread use could prevent over 10,000 deaths per year (roughly a quarter of its 43,000 fatal accidents).

Sources: Transport Canada; Denis Boucher interview; www.partstrain.com

Plate pun

Personalized licence plate on a mini-van:
"182MUCH"

Other plate on a Honda Accord:
"I SNORE"

EZ2CYIO

(On an expensive red Porsche in Los Angeles)

IAMYY4U

"I am too wise for you..."

Mid-term review

(Continued from page 4)

written to the Canadian Association of Chiefs of Police recommending an increase in traffic enforcement to assist in making progress towards the RSV 2010 targets.

Board members also recognized the need for more education and awareness campaigns in key areas such as drinking and driving, speeding and belt use to complement efforts being made by the enforcement community.



Canadian Traffic Safety Institute consultants Eric Howard and Mavis Johnson flank RSRP chair Brian Jonah.

Calling on young safety advocates...

The United Nations is taking global road deaths and injuries seriously. During the first *Global Road Safety Week* (April 23rd to 29th, 2007), it will be hosting a World Youth Assembly for Road Safety in Geneva, Switzerland. Transport Canada has announced five young people are sought to represent Canada at this event.



The international conference will unite young people aged 18 to 25 from over 120 countries around the globe to discuss road safety issues and ultimately come up with a formal declaration for youth to improve road safety.

The Canadian delegation's attendance in Geneva will be a primer to a Canada-only road safety conference, to be held in Montreal (Quebec) in June. Some 50 young people will converge to this metropolitan city to discuss road safety from a Canadian perspective.

Upon their return to Canada, Geneva attendees will be asked to share their experience with their peers so as to involve them in coming up with solutions and to help organize the Canadian event. As an added bonus, all participants at the Montreal event will tour Transport Canada's Test Centre, north of the city.

Transport Canada has set up a web site in order to involve sponsors who wish to help cover expenses for the five young ambassadors to Geneva. For additional details, please go to www.HookedonRoadSafety.ca.

Quebec hinges 2007 on road safety

Road safety will be first and foremost on Quebec's agenda this year. Last December, its National Assembly passed a motion calling for 2007 to be named Year of Road Safety. The motion was championed by Transportation Minister Michel Després and his Public Security counterpart, Jacques Dupuis.

The government's action plan calls for short-term, medium-term and long-term initiatives. Not only will the driving public be reminded of the role each driver can play in reducing the death and injury toll, but many key players have come on board. The *Sûreté du Québec* (Quebec provincial police) for instance is devoting \$1 million to the deployment of its officers all over the jurisdiction. The *Service de police de la ville de Montréal* has already hired 133 extra officers to patrol its road network.

Moreover, Quebec's own round table on road safety, headed by Jean-Marie de

Koninck (founder of well-known Operation Red Nose), is expected to turn in its recommendations. These recommendations will form the basis for Quebec's next road safety policy, said to be very realistic in the goals it will attempt to achieve.

"Our government is concerned by the rising death toll on our highways and with this step, we're appealing to the general public: road safety is everyone's business!" wrote Minister Després.

He added road safety has become an issue within society and as such, the number of fatal and serious injuries on Quebec roads must become socially unacceptable. Minister Després concluded his announcement by stating 80% of accidents in Quebec are driver behaviour related; road safety must become everyone's priority, whether the general public, road safety partners and the media.

Manitoban highlights CVSA at world conference

CCMTA Manitoba government member and CVSA secretary/treasurer Darren Christle attended the four-day International Motor Vehicle Inspection Committee (CITA) 2006 World Transportation Conference in Hanoi (Vietnam), last October.

Mr. Christle, whose regular job is to work for Manitoba Infrastructure & Transportation, presented the main inspections programs currently being used in North America to delegates from 39 countries.

He explained CVSA's structure and inspection programs and he also described CCMTA and the Canadian Periodic Mandatory Vehicle Inspection Program (PMVI).

Among the other presenters was Hugh Edwards, Director of the Vehicle and Operator Services Agency (VOSA) within

Great Britain's Department of Transport, who informed delegates of the U.K.'s handling of carrier fleet safety management and enforcement. Christle suggested there are similarities between the British system and data capture of enforcement measures for commercial motor vehicles on this continent.

As part of an article Christle submitted to CVSA's *The Guardian*, he writes "There exists an excellent opportunity for the CVSA and the CCMTA to continue to dialogue with the CITA and use this opportunity to share best practices and enforcement strategies for the benefit of all the organizations and the collective membership."

In closing, Christle encouraged CVSA and CCMTA to work with the CITA through the international organization's new North American Issues Standing Committee.

NU to update its driver licence

Canada's newest jurisdiction, Nunavut, will be issuing a Request for Proposal (RFP) in the coming months in order to devise a new driver licence and identity card which will comply with Canadian driver licence and general identification card requirements.

Also, a RFP was issued to hire a motor vehicle consultant who will draft recommendations for the *Nunavut Motor Vehicle Act*. The present Act was adopted from NT's at the time Nunavut was created on April 1st, 1999. Amendments would better reflect Nunavut's needs and meet current standards.

Thresholds, emissions program, further education in Quebec

Quebec has undertaken a review of its NSC thresholds in order to be consistent with the new *Motor Vehicle Transport Act (MVTA)* which came into force in January 2006. In effect, the province will be able to record and track carrier events involving all Quebec carriers. Quebec has also completed the first step in creating a commercial driver monitoring system. With the driver's authorization, carriers receive a complete driver's two-year profile outlining offences, collisions and out-of-service violations.

Quebec has been cracking down on heavy vehicles which emit larger quantities of pollutants. On September 1st, 2006, Quebec's new law on emissions went into effect. Heavy vehicles inspected by *Contrôle routier Québec* and found to release too many pollutants are fined and, if not repaired within 30 days, receive a second fine.

Enforcement officers had inspected almost 400 heavy vehicles during the three-month transition phase. The government decided to act on such engine emissions since it estimates that although heavy vehicles make up only 3% of all traffic in Quebec, they create half of the harmful emissions.

Manitoba unveils new driver licence

As with many other jurisdictions, Manitoba has started delivering a new driver licence card. Transition should be complete by December 2007. While at it, Manitoba Public Insurance (MPI) has instituted a new expiry date system similar to that already in use for vehicle registration and insurance, i.e. the licence will expire four months (less a day) after the holder's birthday. MPI is also doing away with three-fold green cards that accompany the licence card. The improved Part II certificate fits into a credit card sleeve (as the driver licence) and contains more security information. Among other parameters, MPI is displaying driver height in centimeters for the first time. Lastly, it should be pointed out Manitobans are now required to produce specified documents as per the pending Canadian Driver Licence Agreement (CDLA) and that MPI's new Identity Verification Unit will review all new driver applications before the certificate and photo card are authorized.



Quebec is also keeping up with a long-standing tradition of performing education work. Awareness campaigns are under way aimed at young passengers, drivers, driving while impaired and others.

Atlantic jurisdictions share driver licence production contract

Prince Edward Island was the first to announce the enhanced driver licence format by virtue of which all four Atlantic jurisdictions will be sharing some common security features, complying with CCMTA standards and saving on costs.

Digimarc Corporation was signed on to successively produce the new card. Each jurisdiction will adopt its specific "look", but the new card will incorporate a host of security features such as a holographic image. About 100,000 driver licences are issued to Island residents.

As for Nova Scotia, it has started issuing a new format driver licence and identification card as of November 1st, 2006 but the project won't be completed until 2009. By that date, all Atlantic jurisdictions will be using their new card. As of

February 2006, there were close to 654,000 driver licences issued to Nova Scotians. No figures were available for the number of ID card holders.

Message signs to the rescue in SK

Vehicles running off the road, colliding with each other or speeding have taken their toll in insurance costs, so SGI has decided to put changeable message signs to good use.

Four such devices were installed on the Ring Road/Highway #1 Bypass in the Regina area in order to cut down on the average \$600,000 SGI has to pay to vehicle owners in claims during the winter. The \$400,000 cost for the four signs was split between SGI (half), Saskatchewan Highways and Transportation and the City of Regina.

SGI has reviewed research on speed and crash involvement reinforcing that excessive speeding is a contributory factor in crashes, especially when one is "driving too fast for conditions". Together with the Saskatchewan Association of Chiefs of Police (SACP), SGI purchased intelligent speed-reader boards, which show the speeds motorists attain

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In the jurisdictions

(Continued from previous page)

when travelling a specific corridor and display safety messages. Moreover, the signs can store statistics on speeding profiles. Eight of them have been purchased for use by the RCMP, as well as by police services in the municipalities of Regina, Saskatoon, Prince Albert, Moose Jaw, Weyburn and Estevan.

SGL feels a Transport Canada preliminary report shows its efforts in reaching RSV 2010 targets are paying off. When comparing 1996-2001 baseline data to the years 2002-2004, 13.2% fewer road users were killed (from 158 to 137) in the province and 14.2% fewer users were injured during this period. The biggest decrease involves drinking and driving, a significant 40.7% drop during the same period.

TC examines road safety material

Transport Canada intends to examine road safety programs in Canada and elsewhere in the world to determine who are the players, how the programs are integrated and how much money is being spent on them. Under the looking glass will be jurisdictions' approaches to program planning and funding, how public participation is sought and how research and expertise are developed.

In other child-oriented projects, TC will be collaborating with Safe Kids Canada to create a best practices guide in using restraint systems for special-needs infants and children who do not meet the basic requirements for conventional car seats. The department is also aligning Canadian child restraint regulations with those in the United States. Some manufacturers have already started selling seats for children up to 65 lb. On the legislative front, Canadian jurisdictions would not have to change their present regulations, but parents would have the choice of buying the bigger seats (for extra protection) before their child graduates to a booster seat and seat belt, explained in essence Senior Regulatory Engineer at TC Jay Rieger.

Ontario launches Segway pilot project

The days of the Segway Human and Segway Personal Transporter (as the most recent version is renamed) being a rarity may be dwindling, at least in Ontario. Last October, the Ministry of Transportation of Ontario launched a five-year program to evaluate the Segway's performance in an everyday setting.

Ontario's pilot project will cater to three very specific user groups: Ontarians aged 14 and over who are faced with a mobility impairment; Canada Post workers on their daily door-to-door delivery; and police officers. Simply put, this device created by American inventor Dean Kamen will be allowed on public roadways except controlled-



CCMTA archives

In 2003, Transport Canada's Charles Thibodeau demonstrated an early version of the Segway to D&V participants.

access highways or roads where legislation (*Highway Traffic Act*, municipal by-law, etc.) prohibits bicycles or pedestrians. Under the pilot, riders under 18 years of age will be required to wear a helmet, the Segways will require lights, and riders will have to yield right of way to pedestrians if they are used on the sidewalk.

Other vehicles

As of September 19th, 2006, Ontario has also initiated a five-year pilot project to allow low-speed vehicles (LSVs) on provincial park roads, municipal parks and conservation areas. The vehicles must have a top speed of 40 km/h, be electrically-powered so as to create no emissions, be operated by a licensed driver and be outfitted with the required safety equipment.

Committee news (continued)

CDLA approved and on schedule

The Canadian Driver Licence Agreement (CDLA) is one step closer to being formally adopted. The Board approved it in principle in December, and the working group will devote the first part of 2007 to putting together an interpretation and implementation guide to assist the jurisdictions in joining the CDLA.

As stated in previous issues of *CCMTA News*, the new agreement aims to update the present CDLC, signed in 1990, which allows the exchange of driver licence and conviction information between Canadian jurisdictions. CDLA further improves the formula by

enhancing the administration of driver licences and incorporates the security framework.

Vote of thanks

CDLA has been a top priority at D&V for a few years and one of its architects was thanked for his work at the November meeting of D&V. New project group chair Carolyn Burggraaf thanked her predecessor, Mitch Fuhr, for the work he performed prior to the document going to the Board. Mr. Fuhr has taken another assignment within the Alberta government (see *People*, page 11).

People

Alberta Infrastructure and Transportation has a new minister. He is **Luke Ouellette**.

Service Nova Scotia and Municipal Relations has a new boss. **Jamie Muir** replaces **Angus S. MacIsaac** who has moved on to the Department of Transportation and Public Works. Mr. MacIsaac replaces **Ronald Russell**.

New government in New Brunswick, last fall. **John Foran** was named Minister of Public Safety and Solicitor General. **Denis Landry** is the new Minister of Transport.

Yukon has a new Minister for Highways and Public Works in **Archie Lang**. He replaces **Glenn Hart**.

SGL reports to a new Minister. He is **Glenn Hagel**, who replaces **Maynard Sonntag**.

The new CCMTA Board President is AB's **Shaun Hammond**. He replaces **Jeanette Espie**, who was filling in on an interim basis. Other new faces around the table include NT's **Al Kaylo**, (who replaces **Kevin McLeod**) and MTO new Assistant Deputy Minister **Bohodar Rubashewsky** (replacing Acting ADM **Ernie Bartucci**).

Some changes also within the three standing committees. **Lorna Gee**, who sits on the Board as NU representative, will replace **Dave Petryshen** on D&V. **Mitch Fuhr** has left for one year to work at Service Alberta as Project

Director for Identity Management; **Olga Tavares** replaces him on D&V.

At RSRP, NB's **Jill Ferguson** has left the committee; no replacement has yet been named.

At CRA, **Geoff Ewing**, (usually found at RSRP) temporarily replaces **Will Griffin** as NL representative. Will returns in April. PE's **Doug MacEwen** has left CRA; no replacement has been named yet. And QC's **Alain Turcotte** retired at the end of January.

More retirements. **Bill McCauley** (Chair of the NCDB) is leaving Transport Canada, as is his colleague **Randy Sanderson**. **Reg Common**, active within the PMVI program, retired on January 31st, 2007, after over 26 years of service with SGI and Saskatchewan Highways and Transportation. CVSA Region V's **Doug Howie** (MB) has also retired following ten years of involvement, the last two of which he spent as President. CCMTA wishes all of them a happy retirement.

Some movement south of the border. **Linda Lewis-Pickett** has left her position as AAMVA President and CEO as of January 31st, 2007. Federal Motor Carrier Safety Administration's **Milt Schmidt** has left the state of New York for Washington, as Division Chief, North American Borders Division.

CCMTA welcomes new members

Ms. Wendy Bailey, Partner
Central Source Fleet Solutions Corp.
Red Deer, AB

Mr. Warren Barnard
Legal Services Director
Used Car Dealers Association of Ontario
Toronto, ON

Mr. Mike Doyle, President
Canadian Association of Geophysical
Contractors (CAGC)
Calgary, AB

Mr. Tim Frost, Project Manager
Digital Picture Identification Project
IBM Canada
Victoria, BC

Mr. Gerry Garand
Manager, Business Development (Ont.)
Sherlock Antitheft Marking Inc.
Hamilton, ON

Mr. Tom Hong, President
Praxis Transportation Solutions Inc.
Edmonton, AB

Mr. Paul Lay
Transportation Safety & Compliance
Specialist – Canada
Coca-Cola Bottling
Brampton, ON

Mr. Tony Majcan
Transportation Safety & Training Advisor
Lonkar Services Ltd.
Red Deer, AB

Mr. Gerry Pitre
Fleet Maintenance Supervisor
Hydro One
Hanmer, ON

Mr. George Sutej, President
VerXdirect Corp.
Barrie, ON

Mr. Gary Walsh
Risk Control Consultant, Risk Control
Services
AON Reed Stenhouse Inc.
Calgary, AB

2007 Directory available

As a continued resource to its members, CCMTA has prepared its 2007 edition of the Directory. The publication contains some 600 entries for contact people and organizations dealing with road transportation.

You may order by telephone or by fax, using the enclosed ordering slip or through CCMTA's web site at www.ccmta.ca.



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transportation
community**

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Calendar of Events

CVSA Annual Conference & FMCSA MCSAP Leadership Conference

March 24-30, 2007
Hyatt Regency Atlanta, Atlanta, GA

North American Cargo Securement Harmonization Public Forum

March 27, 2007
Hyatt Regency Atlanta, Atlanta, GA

CCMTA Annual Meeting

May 13-17, 2007
Crowne Plaza, Edmonton, AB

Roadcheck 2007

June 5-7, 2007

AAMVA Region IV Conference

June 25-28, 2007
Park City Marriott, Park City, UT

AAMVA Region I Conference

July 26-30, 2007
Marriotts & Resorts, Washington, D.C.

North American Inspectors Championship (NAIC)

August 20-26, 2007
Minneapolis Marriott City Center, MN

Chuckles corner



A fellow shows up for his annual dental check-up. Upon hearing about what needs to be done next, he balks and says to his dentist: "\$90 to pull a tooth? That's only about one minute's work!" The dentist replies "I can make it last longer if you'd like."

A three-year-old boy went with his father to their neighbours to see a new litter of kittens. Upon returning home, he informed his mother: "There were two boy kittens and two girl kittens!" "How did you know that?", his mother asked. "Daddy picked them up and looked underneath," replied the excited boy. "I think it's printed on the bottom!"

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