

CCMTA

news

Newsletter of the Canadian Council of Motor Transport Administrators

Message from the President of CCMTA

Road Safety – Our Vision / Our Leadership

Newfoundland and Labrador's Carolyn Burggraaf was appointed CCMTA President last September. Ms. Burggraaf offers her views on what is to be achieved in the coming year.

It is a great pleasure and privilege for me to be named President of CCMTA for 2007-08. I have had the opportunity to be involved with our organization in one capacity or another for over 20 years – from working on project groups in the 1980s to being a Standing Committee member starting in the late 1990s, and this year serving as Board member for Newfoundland and Labrador and President.

Through this organization, I have observed first-hand the personal commitments and lasting partnerships formed over the years with our provincial/territorial and federal government members and with our industry stakeholders.

CCMTA continues to hold high our value of “working in a collaborative and participatory manner with all stakeholders and customers, promoting and supporting a team environment.”

We also recognize the challenges CCMTA continues to face. While Canada's roads are becoming safer to travel on, additional efforts are required and a renewed commitment is needed to move ahead with our safety plan.

This year, we will start to work toward the development of Road Safety Vision (RSV) 2020. This is a time to acknowledge our achievements, embrace our challenges, expand our partnerships and enhance our collaborations.

We must now move forward with even greater commitment and clarity of purpose.

The 2008 Annual Meeting theme of *Road Safety – Our Vision/Our Leadership* was selected not only to



Carolyn Burggraaf, Registrar of Motor Vehicles, Newfoundland and Labrador

emphasize the goal of RSV 2010 for Canada to have the world's safest roads, but also in recognition of CCMTA's leadership and achievements in other road safety-related initiatives, such as the Aging Driver Task Force, Canadian Driver Licence Agreement (CDLA), Strategy to Reduce Impaired Driving (STRID), National Occupant Restraint Program (NORP) and the National Safety Code (NSC).

Finally, I would like to invite you to attend CCMTA's 2008 Annual Meeting, which is being held May 11-15 in St. John's, Newfoundland and Labrador.

Our host team eagerly awaits your arrival. We hope you will truly enjoy all that we have to offer during your stay in our lively city. Take the opportunity to bring your family. We cannot guarantee consistently good weather, but we promise you an experience that you will remember for a lifetime.

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St. John's A'beckons!

CCMTA delegates are heading for The Rock this year, as the 2008 Annual Meeting will be held in St. John's, Newfoundland and Labrador, from May 11 to 15 at The Fairmont Newfoundland Hotel, located smack dab in the middle of Canada's oldest city.



Road Safety: Our Vision / Our Leadership is

what Newfoundland and Labrador Government Services and CCMTA President Carolyn Burggraaf (Registrar of Motor Vehicles) selected as the theme for this year's gathering. The theme reflects the cooperation needed on the part of all stakeholders who share CCMTA's Road Safety Vision of Canada having the world's safest roads by 2010.

As in previous years, CCMTA will offer a full business and social program. The sidebar on this page identifies the sponsors that have already committed. Sponsorship opportunities are still available. Please contact Ian Tomlinson at 613.736.1003 x 247 for further details. Exhibitor opportunities are also available.

Committee meeting agendas will be distributed to government and associate members in early March. Keep an eye on CCMTA's website at www.ccmta.ca for all the latest meeting information.

Lots to see and do!

St. John's, Newfoundland and Labrador's capital and a lively seaport, boasts many attractions around its perfect sheltered natural harbour. Overlooking St. John's historic downtown is the city's newest landmark, The Rooms, an enormous, brightly-coloured complex bringing together the Provincial Museum, Art Gallery and Archives.

Water Street offers the finest shopping on The Rock, with fashionable clothing boutiques, unique specialty stores, and intricate handmade crafts.

For those interested in heady, cosmopolitan nightlife, George Street is said to have more bars per square foot than any other street in North America.

The host team has organized three tours for Tuesday afternoon to

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- U-Haul International Inc.
- Verigo Inc. Wireless Logbook and Vehicle Inspection Report
- VeriSol (Verification Solutions, Inc.)
- The War Amps
- Zebra Card Printer Solutions

Submissions Are Open for Second Annual CCMTA-Police Partnership Award

The CCMTA-Police Partnership Award will be presented for the second year in a row as part of CCMTA's Annual Meeting in St. John's, Newfoundland and Labrador. The award honours the achievements and recognizes police involvement in building significant partnerships with unique strategies and programs focused on reducing injuries and making Canada's roads the safest in the world by 2010.

The Ontario Provincial Police (OPP) received the inaugural CCMTA-Police Partnership Award in 2007 for its submission on *The Road Safety Partners of Ontario*, in recognition of the force's collaborative efforts in reducing motor vehicle-related social costs, injuries and fatalities in Ontario.

Submissions based on activities for 2007 are due by March 20, 2008. Application instructions for the CCMTA-Police Partnership Award can be found at www.ccmta.ca or at www.cacp.ca (the website of the Canadian Association of Chiefs of Police).

We look forward to your submissions. Good luck to all participants!

New CCMTA Task Force Targets Human Factors in Accident Causation

Editor's Note: Several of the points raised in this story are drawn from Towards a Strategy Targeting Human Factors in the Motor Carrier Industry in Canada, an Oct/07 scoping paper prepared by Pierre Thiffault of Transport Canada's Motor Carrier Division.

Following a recommendation from CRA at its October 2007 meeting, CCMTA believes that a global strategy must be developed to target human factors in the Canadian motor carrier industry. CCMTA's Standing Committee on Road Safety Research and Policies (RSRP) has created a Human Factors in Motor Carrier Safety Task Force that would oversee these investigations. A report will be presented to all three Standing Committees in May 2008.

It is shown in the scientific literature that driver errors are responsible for 85% to 90% of crashes. These errors can be related to issues such as situational awareness, risk perception, risky and aggressive driving, inexperience, distraction, fatigue, hypovigilance (a naturally occurring state in which some individuals need more sensory stimulation to stay awake), substance use, personality, attitudes, motivation, experience, age and gender.

With new data available on the importance of human factors in the causation of crashes involving commercial vehicles (CMV), and with the growing pressure to develop new

interventions to increase the safety of the motor carrier industry, the development of driver-oriented interventions that would complement existing safety programs is both scientifically sound and strategic.

It is estimated that the development of a scientifically sound strategy to target human factors for motor carriers in Canada could be conducted within a period of up to 36 months. However, working on human factors within the context of safety programs for commercial vehicles should become part of RSRP's activities on an ongoing basis. RSRP could participate in and fund research aimed at the development of a North American fatigue management program for the motor carrier industry, and promote initiatives like *Share the Road* and *Avoid My Blind Spots* to educate the motoring public and commercial vehicle drivers about the importance of sharing the road and the dangers of blind zones around large commercial vehicles.

There is a growing consensus in the field that driver behaviours and human factors represent the most promising targets to achieve safety gains, both in general road safety and in CMV safety.

The now established consensus that preventing driver errors would significantly reduce collisions has led to the development of a vast and intense research domain related to human factors in road safety.

St. John's A'beckons!

Continued from page 2

several locations, among them Cape Spear, the easternmost point of land in North America; the Murray Premises – the oldest collection of mercantile buildings related to the fishing industry in the province; and the Johnson GEO CENTRE – Earth's Geological Showcase. So head on down to the Far East of the Western World and be enthralled by the warmth and hospitality of the people of St. John's.

www.destinationstjohns.com

www.newfoundlandlabrador.com www.stjohns.ca



New Work for CCMTA's Standing Committee on Drivers and Vehicles (D&V)

At its October 2007 meeting, CCMTA's Standing Committee on Drivers and Vehicles (D&V) agreed to work with many stakeholders on a broad range of new issues. Here are a few highlights from that meeting:

Canadian Forces Driving Permit

A working group with Drivers & Vehicles members Sam Erry, Harold Blaney, Sue McCracken and Nick Barr will explore and evaluate issues raised by the Canadian Forces concerning how its Driving Permit relates to provincial/territorial driver's licences.

Insurance Requirements for American Non-Commercial Drivers in Canada

The Toronto-based Canadian Council of Insurance Regulators recently requested CCMTA's assistance in addressing insurance requirements for U.S. non-commercial drivers operating inside Canada.

D&V will review historical requirements from the 1960s on the use of Powers of Attorney and Undertaking (PAUs) by American insurance companies representing U.S. drivers operating in Canada.

Flood-Damaged Vehicles Entering Canada from USA Now Branded "Non-Repairable – Flood"

Gary Moriarty of the Registrar of Imported Vehicles (RIV) in Toronto highlighted operational issues relating to the brands of vehicles entering Canada from the United States.

D&V chair Harold Blaney noted that "this identification of flood vehicles is an important step in keeping unsafe vehicles off Canada's roads and further implements the recommendations from the (May 2007) report entitled *CCMTA Model for Flood Damaged Vehicles*."

Anti-Auto Theft Manual Updated

When D&V completed work on a *CCMTA Best Practice Models for Combating Auto Theft* in October 2006, project group chair Mark Francis of the Insurance Corporation of British Columbia noted that the report was not intended to be static, but a living document. In January 2008, the document was updated to reflect several changes, including a revised section on vehicle engraving.

D&V Factoids

Improvements to NSC Standards 2 and 3 Approved

The work of the Commercial Vehicle Driver Licence (CVDL) Project Group has resulted in CCMTA's Board of Directors approving changes and additions to the National Safety Code (NSC) Standards 2 and 3. This project group had a broad mandate to review commercial vehicle driver licence standards. The specific work on NSC Standards 2 and 3 was led by project group member Linda Dunstall. NSC Standard 2, Knowledge and Performance Testing, will be updated with the incorporation of an air brake testing model, while NSC Standard 3, Driver Examiner Training Program, will be updated using AAMVA's Driver Examination Certification Program for Commercial Testing as a framework. Harold Blaney, chair of CCMTA's Standing Committee on Drivers and Vehicles (D&V), noted these changes are intended to provide more detail to the existing standard and move Canada towards a uniform North American standard.

Keeping It Simple: Driver Licence Reciprocity Update – Australia

Ontario's D&V committee member Sam Erry led a working group in developing a template for use by all jurisdictions for reciprocity arrangements with Australia. The template approved by Australian officials and the CCMTA Board in December will serve as a starting point for each jurisdiction in their negotiations with Australia; it includes all the core elements of a reciprocity arrangement and will also serve as one document for each jurisdiction to use with all Australian states and territories. The original purpose of the work was to avoid each of the 13 Canadian provinces and territories and the eight Australian states having separate arrangements with each other, which would have resulted in no less than 104 individual documents!

Fraudulent Driver Recognition Course Completed

Seventeen individuals from 11 jurisdictions and related organizations – such as the Canadian Security Intelligence Service (CSIS) and the Canada Border Services Agency (CBSA) – completed the latest CCMTA/AAMVA (American Association of Motor Vehicle Administrators) Fraudulent Document Recognition Training (FDRT) course in Ottawa in November 2007.

Participants enjoyed a busy week of classroom sessions and hands-on training, as well as tours of the RCMP's Bureau for Counterfeit and Document Examinations and the security printing facilities of the Canadian Bank Note Company, Limited.

Since the FDRT program began in 2004, more than 50 jurisdictional experts have been trained across the country.

CCMTA Plans to Continue its National Road Safety Program after 2010

In December 2007, CCMTA's Standing Committee on Road Safety Research and Policies (RSRP) submitted a recommendation to the Board of Directors to continue with our national road safety vision beyond 2010. The Board supported the development of a successor plan which was tentatively named "Road Safety Vision (RSV) 2020."

Initial tasks and activities to be carried out include a questionnaire to jurisdictional members and non-governmental representatives on options for the direction of the RSV successor

program in the summer of 2008, as well as the hosting of a stakeholder forum scheduled for the fall.

To maximize participation, the Road Safety Forum will be held in conjunction with the Canadian Association of Chiefs of Police's Traffic Safety Symposium and the CCMTA Standing Committee meetings. The Road Safety Forum will be held September 30 and October 1, 2008, and be immediately followed by the Standing Committee meetings on October 2nd and 3rd.

Between Fall 2008 and Spring 2009, the Road Safety Vision Task Force will develop a program for RSV 2020 and present it to CCMTA's Board in May 2009.

Between Fall 2009 and Spring 2010, details of the RSV 2020 plan will be developed by CCMTA member jurisdictions and road safety stakeholders.

It is anticipated the launch of the new Road Safety program will take place in January 2011.

Action Plans to Help Jurisdictions Reach RSV 2010 Goals

A comprehensive mid-term review of Road Safety Vision (RSV) 2010 shows that progress towards the objective of a 30% reduction in serious injuries and fatalities in three years' time is seriously lagging behind schedule. Jurisdictions must urgently implement the most effective strategies and initiatives identified in the RSV 2010 mid-term review, prepared by a special team of consultants in July 2007.

A noteworthy recommendation by the review's authors, the Canadian Traffic Safety Institute, was the need for governments to make road safety a top priority by developing a strategy and action plans with modeled targets and community consultations; and to identify a lead agency with overall responsibility and accountability for achieving results in each jurisdiction.

Following the release of the mid-term review, jurisdictions prepared three-year action plans in order to gain some traction in reaching their RSV 2010 objectives.

CCMTA's Board of Directors accepted

the action plans in December 2007 and agreed these would be provided to the Council of Deputy Ministers Responsible for Transportation and Highway Safety this Spring. A commitment is being sought from each Deputy Minister to hold their department accountable for implementing their respective action plans.

Regular reporting on the action plans will be made to CCMTA's Standing Committee on Road Safety Research and Policies, which in turn will report to the Board so Deputy Ministers may be kept apprised of jurisdictions' progress.

The majority of Canadian jurisdictions have indicated that the three main areas targeted for interventions in the RSV 2010 action plans are drinking drivers, motorists who speed or drive dangerously through intersections, and non-wearers of seat belts.

Other areas that concern CCMTA are roadway-based solutions, intersection safety, speed management, human factors, distraction and fatigue.

Updated Aging Driver Strategy

CCMTA's revised Aging Driver Strategy was given Board approval in December 2007. This revamped work by CCMTA's Aging Driver Task Force, co-chaired by Jennifer Kroeker-Hall of BC and Sue Lo of ON, provides support to jurisdictions that are developing programs for the safe mobility of older Canadians. The new strategy is in response to emerging demographic and social trends in Canada, with their anticipated impacts on drivers and road safety. It is estimated that by 2031, people 55 and over will account for 25% of Canada's population, almost twice the proportion as in 2005. In recent years, breakthroughs in medicine and technology, as well as a greater focus on medical fitness and functional assessment, have provided enough material to warrant updating and strengthening the original strategy.

Governments will need to address the requirement for regulatory and non-regulatory approaches, since many seniors want to remain fully independent, even if they do not necessarily want to drive. Another important component of the new strategy will be an exploration of conditional licencing based on standardized individual assessments.

CCMTA Requests that Advertising Standards Canada Develop Guidelines for Car Ads

The way new motor vehicles are promoted in Canada was the subject of a letter CCMTA President Carolyn Burggraaf sent to Linda J. Nagel, President of Advertising Standards Canada (ASC) in Toronto, on December 21, 2007. ASC is a national industry body committed to fostering community confidence in advertising. Its mission is to ensure the integrity and viability of advertising in Canada through industry self-regulation.

Following is an abridged version of Ms. Burggraaf's letter to ASC:

A recent mid-term review of Road Safety Vision 2010 (see story on page 5) indicates that we are not currently on track to meet a reduction in fatalities and injuries resulting from speed-related crashes and collisions at intersections. In fact, unlike most of the other sub-targets, speed-related fatalities are actually on the increase.

Transport Canada recently conducted a telephone survey as well as focus groups related to speed, speed choice and speed management. This work indicated that the public sees a disconnect between the meager resources devoted to public awareness and enforcement activities related to speeding behavior and the monies spent by motor vehicle manufacturers on television advertisements to promote the speed and power of their vehicles.

These advertisements entice people to believe that speeding and aggressive driving are enjoyable activities without substantial penalties related to enforcement or collisions and their potential traumatic outcomes. Transport Canada receives frequent complaints from Canadians who believe that the portrayal of speeding and aggressive driving in television ads as being acceptable (especially in residential

areas), or even desirable, is deplorable.

We also note that in ASC's annual *Ad Complaints Report* for 2006, one of the top "consumer hot buttons" is: *depictions of driving in advertisements that complainants perceived to be overly aggressive and/or at excessively high speeds.*

There are numerous examples of advertisements that show inherently unsafe speeding behavior related to a specific make or model of vehicle. When contacted, the manufacturers often claim their television ads are meant to be humorous. Or they are specifically appealing to a target market they have identified for the vehicle.

"Consumers are upset by depictions of overly aggressive high-speed driving in car advertisements."

– Advertising Standards Canada's *Ad Complaints Report* for 2006

Quite often, before the complaint is responded to, the advertising campaign is finished and no longer in use.

A 2005 study by the *Journal of Public Health* (titled "Unsafe Driving in North American Automobile Commercials") suggests that 45% of vehicle advertisements contain an unsafe driving sequence as assessed by at least two reviewers, while safety promotion was only addressed in 12% of the advertisements.

We understand that Clause # 10 (Safety) of the Canadian Code of Advertising Standards states: "Advertisements must not without reason, justifiable on educational or social grounds, display a disregard for safety by depicting situations that might reasonably be interpreted as encouraging unsafe or dangerous practices, or acts."

Given the social, economic and health costs related to road trauma and the significant impact of reduced speed in avoiding motor vehicle collisions and their negative outcomes, CCMTA is requesting that ASC consider how the current standard is applied and could be revised or strengthened.

Moreover, CCMTA would like to see guidelines developed that would provide a framework for advertising production for vehicle manufacturers and requests that [ASC] pre-clear all motor vehicle advertisements for use in Canadian media, as is done for other topics such as ads aimed at children or the use of alcoholic beverages.

Endnote: CCMTA expects to make the Council of Ministers Responsible for Transportation and Highway Safety aware of this issue and will request its support and commitment to eliminate speeding and aggressive driving in advertising.

Research to Continue on 15-Year Importation Rule

During the Oct/07 Drivers & Vehicles meeting, Transport Canada reported that the consultation session on the review of the 15-year-old threshold for imported vehicles was unlikely to proceed. D&V members, however, expressed an interest in continuing to review and obtain research on the road safety aspects of these vehicles.

OSD Campaign Finds Human Action #1 Cause of Most Truck Accidents

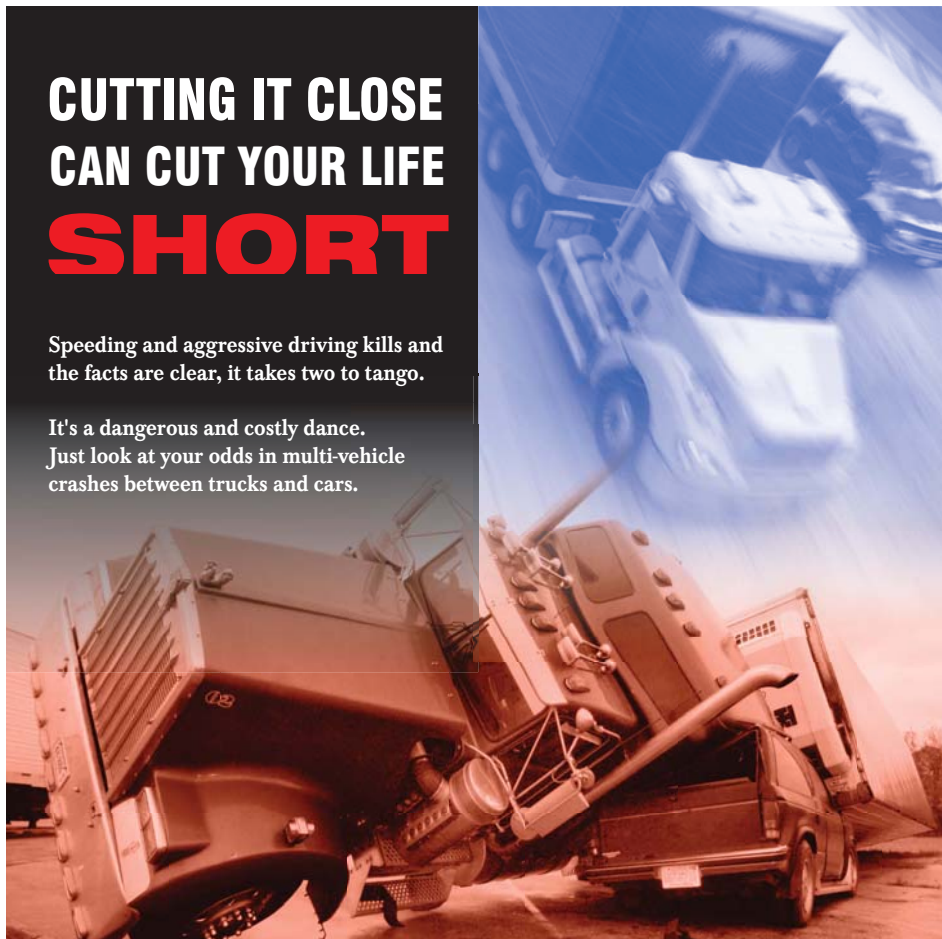
Operation Safe Driver (OSD), a new safety initiative sponsored by the Commercial Vehicle Safety Alliance (CVSA) and the U.S. Federal Motor Carrier Safety Administration (FMCSA), focuses on improving commercial and non-commercial vehicle driver performance through enforcement and education. The campaign was endorsed by CVSA's Region V (Canada) and reaches similar conclusions to those found in an October 2007 Transport Canada report entitled *Towards a Strategy Targeting Human Factors in the Motor Carrier Industry in Canada* (see related article on page 3).

OSD came about after FMCSA's 2006 Large Truck Crash Causation Study found that actions or inactions by drivers of large trucks and automobiles accounted for 88% of the critical reasons for the crashes. Almost nine out of 10 crashes between cars and trucks were attributed to the driver, and only 12% were found to be due to vehicle, road or weather factors. The study also concluded that in multi-vehicle crashes between large trucks and cars, the car driver was assigned the critical reason for the crash 56% of the time, and the driver of the large truck was judged responsible the other 44% of the time.

Speeding and aggressive driving behaviours significantly influence the 43,000 people who die on U.S. roads each year; 5,000 of these incidents involve large trucks. To curb the number of deadly crashes, CVSA and FMCSA decided to join forces and take action on problem drivers.

Last October 21-28, OSD targeted problem commercial and non-commercial driver behaviour and performance across the USA and Canada – involving nearly 3,700 law enforcement personnel and more than 1,500 localities in 31 states and five provinces – through a combination of enforcement, education and awareness

strategies, including distributing brochures and posters that graphically depict what can happen when passenger and commercial vehicles collide. These materials can be viewed at <http://cvsa.stores.yahoo.net/opsadrouma.html>.



CUTTING IT CLOSE CAN CUT YOUR LIFE SHORT

Speeding and aggressive driving kills and the facts are clear, it takes two to tango.

It's a dangerous and costly dance. Just look at your odds in multi-vehicle crashes between trucks and cars.

88% of the time actions or inactions by BOTH the car and truck driver are the primary reason for the crash

Don't be one of the 43,000 people that lose their lives each year on our roadways.

56% of the time the car driver is the primary reason

If there is one thing you need to do fast, it's to drive defensively and in a cooperative manner so everyone driving on the highways will be safer.

44% of the time it's the truck driver.

Did you know?

If a commercial vehicle driver had a... their future crash likelihood increases

Reckless Driving violation	325%
Improper Turns violation	105%
Improper or Erratic Lane Change conviction	100%
Failure to Yield Right of Way conviction	97%
Improper Turn conviction	94%
Failure to Keep in Proper Lane conviction	91%
Improper Lane Change violation	78%
Failure to Yield Right of Way violation	70%
Driving Too Fast for Conditions conviction	62%
Any conviction	56%



Ontario Introduces Driver's Licence with New Security Features



The Ministry of Transportation unveiled a more secure Ontario driver's licence in December 2007. The new licence – one of the most secure cards in North America – will help Ontarians avoid identity theft and protect them against fraud and misuse. It incorporates leading-edge security features, including a secondary photo and signature on the front of the card, and raised lettering of the number, signature and date of birth. With specific enhancements, the new licence could also become an acceptable passport-equivalent for U.S. border crossings. Any newly-licensed individuals or anyone renewing their licence will now receive one of the new cards.

licence suspension for any driver stopped with a 0.05 % BAC. The legal limit in Quebec will remain 0.08% blood alcohol content (BAC). The 0.05% measure is in effect in all other provinces, and Saskatchewan has set the threshold at 0.04%, Ms. Boulet noted. The opposition parties argued that the blood-alcohol limit change would not deal with the real problem on Quebec's highways – repeat offenders who drink heavily and cause accidents.

Snow Tires to Be Mandatory in Quebec

Starting next winter, all passenger cars, taxis and rental vehicles in Quebec will be required to have four snow tires on from November 15 to April 15. Currently 90% of Quebec drivers switch to winter tires each year. However, an estimated 500,000 people rely on all-season tires. The head of a provincial task force on

Radar Guns to Be Installed in CVE Patrol Cars in PE

New radar equipment will soon be installed in two Commercial Vehicle Enforcement (CVE) patrol cars at the Prince Edward Island Department of Transportation and Public Works. This new speed measurement equipment will give CVE officers the ability to issue charges for speeding violations to operators of commercial vehicles under the *Highway Traffic Act*. The new safety initiative will complement the officers' regular duties relating to heavy vehicle weights and dimensions, equipment compliance and driver qualifications. "We hear a lot of complaints about speeding trucks," said PE's Minister of Transportation and Public Works Ron MacKinley. "Having this equipment on board our patrol cars will serve as a strong speeding deterrent for commercial vehicle operators and will improve the safety of our island roads."

Quebec Sticks with 0.08% Blood-Alcohol Limit

In December, Quebec opposition parties rejected Transport Minister Julie Boulet's proposal for a 24-hour driver's

A New High-Security Birth Certificate Designed to Protect Albertans from Fraud and Identity Theft Became Available on February 1

Developed by the Vital Statistics Council for Canada in collaboration with the Canadian Bank Note Company, Limited, the new birth certificate contains a range of visible and covert security measures designed to thwart the increasing technical expertise of today's identity thieves. Many of the security features are also found in Alberta's ultra-secure driver's licence. New or replacement birth certificates can be ordered through any Alberta registry agent office for \$20, plus the registry agent fee.



road safety said the 10% of Quebec drivers who don't have winter tires on their vehicles are involved in 38% of the accidents on the province's roads in the wintertime. Will other provinces follow Quebec's lead? Stay tuned.

Quebec to Ban Car Advertising that Promotes Speed and Recklessness

"Zoom, zoom"-type ads aimed at selling cars will soon be banned in Quebec. In December 2007, Transport Minister Julie Boulet tabled an amendment to highway safety Bill 42 that would ban high-performance advertising. The Société de l'assurance automobile du Québec would be given the mandate to come up with guidelines that carmakers and ad agencies would have to follow when advertising automobiles. The objective is to ban all ads that depict "heedless, careless or dangerous behaviour and gestures." These guidelines would also apply to snowmobiles, and perhaps even extend to films and video games that encourage or validate risky driving practices. The amendment to the legislation doesn't specify if the penalties would be imposed on the carmakers or on the ad agencies that violate the new rules.

Ontario's Roads Safer thanks to New Legislation Targeting Drunk Drivers, Street Racers and Other Dangerous Drivers

Although *The Safer Roads for a Safer Ontario Act, 2007* (Bill 203) was passed in May 2007, the Ministry of Transportation of Ontario (MTO) still has a lot of work to do in terms of implementing this legislation. While some initiatives came into force on September 30, it is expected the drinking and driving countermeasures will come into effect in late 2008. The new law also enforces stronger sanctions for drinking drivers who have a 0.05% to 0.08% blood alcohol concentration (BAC). Bill 203 increases fines for street racers to a maximum of \$10,000 (the highest fine in Canada), and allows police to immediately suspend drivers' licences and impound cars for seven

days at roadside in cases where they have reasonable grounds to believe the driver has engaged in or is about to engage in street racing, driving contests or stunt driving. The definition of a "stunt" includes driving at 50 km/h above the posted speed limit.

Beginning Driver Training Courses Due for an Upgrade in Ontario

MTO is improving standards for beginner driver education (BDE) in Ontario to help teach novice drivers safe driving habits and to keep Ontario's roads secure. "We are taking decisive steps to improve standards for beginner driver education programs, so parents can be confident that when they choose a driving school, their children will learn to drive safely and correctly," Ontario Transportation Minister Jim Bradley announced at a press conference in December. "We plan to take additional actions in 2008." MTO maintains a list of approved beginner driving schools on its website at www.mto.gov.on.ca. To be approved, a school must meet ministry standards or it is removed from the list. A new monitoring and audit program has been implemented. It includes undercover (or mystery) shoppers to ensure standards are being rigorously followed. In 2007, MTO audited all ministry-approved BDE schools in Ontario and removed 22 schools from its approved list because they were not up to standard. Other enhancements include tougher standards to ensure better-qualified driving instructors. New driving

instructors can no longer be licensed if they have a single demerit point or a Criminal Code conviction on their driving record.

A Canadian Wins NAIC Top Honours for Second Consecutive Year

James Trombley, a transport officer with Alberta Infrastructure and Transportation, won the Grand Champion Award at the *North American Inspectors Championship*, held in Minneapolis in August 2007.

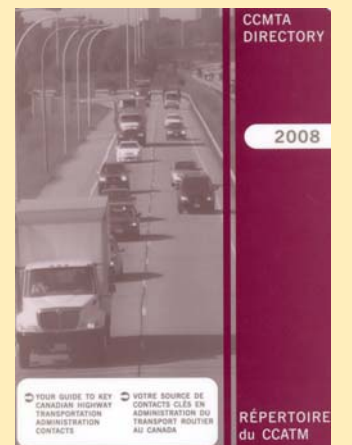
Trombley competed against the best inspectors in Canada, the U.S. and Mexico in seven timed categories. Trucks were rigged with various defects and competitors had to determine which problems were violations allowing the transport officer to order the commercial motor vehicle out-of-service.

This is the second consecutive win for a Canadian truck inspector at the NAIC championships. In August 2006, Richard Roberts, a commercial vehicle safety and enforcement inspector with the British Columbia Ministry of Transportation, was named Grand Champion.

This year's NAIC event is scheduled for August 18-24 in the great city of Houston, Texas.

2008 Directory Available

CCMTA has prepared the 2008 edition of its Directory as a continued resource for its members. The publication contains some 630 entries for contact people and organizations dealing with road transportation. You may order copies of the CCMTA 2008 Directory by telephone (613.736.1003) or by fax (613.736.1395), using the enclosed order slip, or through CCMTA's web site at www.ccmta.ca.



The ABCs of CDLA/DLA DL Standards featuring WHTI, REAL ID and EDL

Many recent media reports have been focusing on various new DL standards referencing a veritable alphabet soup of organizations and programs... WHTI, REAL ID, CDLA, DLA, EDL and so on. We'll try to unravel some of the ABCs of this cornucopia of standards from a national viewpoint. (See box for explanations of acronyms and CCMTA website for more details.)

The move towards stronger national and international DL standards began after 9/11, with CCMTA and AAMVA jointly developing improved standards relating to card specifications, enhanced security features and improved business practices.

CCMTA incorporated the new standards into the CDLA. AAMVA similarly incorporated them into the proposed DLA.

Meanwhile, the U.S. federal government (through DHS) has developed standards for WHTI and REAL ID. The REAL ID Act prescribes the requirements for state-issued DLs for entry into U.S. federal facilities, whereas WHTI prescribes the requirements for identity documents for land and sea border-crossings into the U.S. and requires that a person have a passport or other certified secure document to prove citizenship and identity.

To address these issues of great concern to the U.S., CCMTA has also been working with CBSA on an assessment of relevant provisions in the CDLA for compatibility and consistency with the standards for documents required for border-crossing, established under CBSA's SPP 113.

A DL that meets the SPP's requirements will also meet the WHTI requirements of proving citizenship and identity: it is sometimes referred to as an EDL.

CBSA has identified areas where the CDLA does not meet SPP standards. In many cases, the standards are similar, but SPP is more specific with the main differences relating to a card standard

that displays citizenship and contains an RFID chip and more prescriptive security requirements for DL production facilities.

CBSA has also been working bilaterally with individual jurisdictions to determine the criteria for each DL to meet SPP requirements.

A number of jurisdictions have expressed interest in test programs to evaluate an EDL for use in crossing the U.S./Canadian border.

The most notable to date is the BC-Washington State program (in Phase 1 as of January 2008). More information can be found under the *EDL Participation Guide* at www.icbc.com.

So what does the future hold for DLs in Canada? CCMTA President Carolyn Burrgraaf notes the CDLA strengthens the integrity and security of driver licences in Canada by incorporating

new security and ID standards.

She also indicated there will be additional requirements for those jurisdictions wishing to pursue standards beyond the CDLA to produce an EDL and implement WHTI and SPP provisions.

However, the national strategic goals of the CDLA are complementary and aligned with those of WHTI, with overlaps across many of the SPP security-related standards.

So, as Canadian jurisdictions work towards CDLA entry and compliance, they are becoming more compliant with the critical security elements of WHTI and SPP.

In essence, this approach allows CDLA to be the road safety core business with a national standard and WHTI to be the jurisdictional choice on an individual basis.

What the Acronyms Stand for:

AAMVA: American Association of Motor Transport Administrators

CBSA: Canada Border Services Agency

CDLA: Canadian Driver Licence Agreement - improved version of the 1990 Canadian Driver Licence Compact (CDLC) which established the one-driver, one-licence, one-record system

DHS: U.S. Department of Homeland Security

DL: Driver licence

DLA: Driver License Agreement - U.S. states agreement drafted by AAMVA with parallel content to the CDLA

EDL: Enhanced Driver Licence

REAL ID: The U.S. REAL ID Act of 2005 requires people entering U.S. federal buildings, boarding airplanes or opening bank accounts to present ID that meets certain security and authentication standards.

RFID: Radio frequency identification chip

SPP: Security and Prosperity Partnership of North America – a trilateral effort to increase security and enhance prosperity among the U.S., Canada and Mexico. SPP includes security measures to keep our borders closed to terrorism yet open to trade.

WHTI: Western Hemisphere Travel Initiative – a U.S. law requiring all travelers to present a valid passport or other approved secure document when traveling to, or through, the U.S. from within the Western Hemisphere.

People

Carolyn Burggraaf, Registrar of Motor Vehicles, Motor Registration Division for Newfoundland and Labrador, is CCMTA's new President. Ms. Burggraaf has more than 20 years' experience with Motor Registration, most recently as Manager of Business Practices. She has also served on a number of CCMTA committees and recently received a national award for excellence in intergovernmental cooperation...

Liz Owens is now Director, Policy, Research and Public Education at Alberta's Office of Traffic Safety. **Olga Tavares** becomes Acting Director, Driver Fitness and Monitoring Branch, Transportation Safety Services Division, at Alberta Infrastructure and Transportation – replacing Ms. Owens on a temporary basis... **Nick Barr**, Deputy Registrar – Driver Licensing, Service Nova Scotia and Municipal Relations, is now representing the province on the Standing Committee on Drivers and Vehicles (D&V).

Mr. Barr succeeds **Crystal Rafuse**, Manager, Driver Compliance... **Debby Power** is NL's new representative on D&V. Ms. Power is the manager of business practices in the Motor Registration Division of the NL Department of Government Services...

Dan Toner, Manager of Highway Safety at the New Brunswick Department of Public Safety, becomes the NB rep on the Standing Committee on Road Safety Research and Policies (RSRP)... **Susan Lo**, Director of the Safety Policy and Education Branch at the Ontario Ministry of Transportation, is now vice-chair of RSRP... **Carolyn Halbert**, Manager of Driver Safety at Manitoba Public Insurance (MPI), has retired and **Clif Eden**, Road Safety Manager at MPI, replaces her on RSRP... The new Nova Scotia delegate on RSRP is **Kent Speiran**, Manager, Asset Management at the Department of Transportation & Infrastructure Renewal...

René Desaulniers, head of the road transport division at the Société de l'assurance automobile du Québec (SAAQ), is the new Quebec representative on the Standing Committee on Compliance and Regulatory Affairs (CRA)... We welcome two new CRA members: **Robert Murray**, Manager, Transportation and Regulation Enforcement in the NL Department of Government Services; and **Christian Lavoie**, Director, Motor Vehicle Standards Research & Development at Transport Canada's Road Safety Directorate...

The new president and CEO of the American Association of Motor Vehicle Administrators (AAMVA) is **Neil D. Schuster**. Mr. Schuster was formerly President and CEO of the Intelligent Transportation Society of America, the foremost advocate for the development and deployment of intelligent transportation systems in the U.S.

Welcome New Members

Andy Barnes
Fleet Safety Manager
Weatherford Canada Partnership
Edmonton, AB

Marilyn Bastedo
Chief Executive Officer
Canadian Motorcycle Association
Hamilton, ON

Doug Beirness
Manager, Research & Policy
Canadian Centre on Substance Abuse
Ottawa, ON

Eric Breton
Business Advisor
Association des propriétaires d'autobus du Québec
Quebec City, QC

Rick Deane
Canadian Sales Manager
MGM Brakes
Bradford, ON

Marc Delâge
Associate Advocate
Grondin, Poudrier, Bernier
Quebec City, QC

Doug Elmore
Owner
Transportation & Industry Safety Training (TIST) Consulting
Brantford, ON

Joey Frazee
IT Director
Trip Data & Safety Management Inc.
Moncton, NB

Peter Jacobs
President
Motorcyclists Confederation of Canada
Toronto, ON

Scott Kirk
Manager
Signal Industries (1998) Saskatchewan Ltd.
Regina, SK

John LeFeuvre
Chief Executive Officer
Canadian Pro Drivers Inc.
Mississauga, ON

David Lindsay
Controller
Triple K Transport
Stittsville, ON

Mark Murrell
President
Carrier's Edge
Markham, ON

Pam Ravesi
Director of Product Management
L1 Identity Solutions – Viisage Secure
Credentialing Solutions
Billerica, MA

Reid Rodriguez
Chief Operating Officer
Softech International Inc.
Miami, FL

Paul Simpson
President
WIC CDN Inc.
Oakville, ON

Paul F. Tamburelli
Vice-president, Risk Management
OPENOnline, LCC
Peoria, AZ

Michael Wolf
Director
EVI Management Group Inc.
Vancouver, BC

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Administrators

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Calendar of Events

CCMTA Annual Meeting
May 11-15, 2008
The Fairmont Newfoundland Hotel
St. John's, NL

Roadcheck 2008
June 3-5, 2008

AAMVA Region IV Conference
June 16-19, 2008
Hyatt Regency Grand Champion
Palm Springs, CA

AAMVA Region I Conference
July 24-29, 2008
Hilton Québec, Quebec City, QC

NAIC 2008
August 18-24, 2008
Houston, TX

2008 CVSA Annual Conference
September 10-15, 2008
Winnipeg Convention Centre

CCMTA Road Safety Symposium
September 30-October 1, 2008 (TBC)
CCMTA Fall Meetings
October 2-3, 2008
Delta Ottawa Hotel
Ottawa, ON

New Editor-Translator Signs on at CCMTA

Harvey Chartrand is a professional writer-journalist-editor whose stories have appeared in *The Globe and Mail*, *National Post*, *The Ottawa Citizen*, *The Jerusalem Post*, *Filmfax*, *Shock Cinema*, *Rue Morgue Magazine*, *Catalyst* and other fine publications.

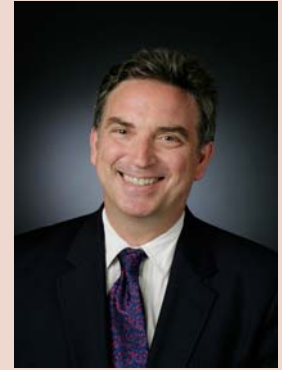


Photo: Paul Couvrette

Transports of Delight

"If all the cars on the Earth were lined up bumper to bumper, some (fool) would try to pass them." – Rod St. Denis, Sudbury, Ontario (*The Globe and Mail*, Jan. 18/08)

BBC News reports that a driver from Blackburn faked his own death to avoid paying about \$350 in speeding fines. In an unbelievable con, he produced a false death certificate to the authorities after speed cameras snapped him three times. He was jailed for a year.

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