

CCMTA

news

Newsletter of the Canadian Council of Motor Transport Administrators

RETHINK ROAD SAFETY: OWN IT!

CCMTA's overriding vision is for Canada to have the safest and most efficient movement of people and goods by road in the world. To assist us with this aspiration in

2011, CCMTA is launching its new Road Safety Strategy (RSS) 2015 with a theme encouraging governments, road safety professionals and the public to *Rethink Road Safety* in this country.

This slogan is a call to action to all road safety stakeholders. For the motoring public, it means rethinking attitudes on a number of driving behaviors such as speeding, non-use of seat belts and drinking and driving.

From an enforcement perspective, it



demonstrates that enforcing traffic law is important work, and the best way to positively influence driver behavior is by increasing the perceived risk that those who drive unsafely will pay the consequences.

Vehicle manufacturers and highway planners should see themselves in the slogan as well, since they are challenged to be creative in the vehicle safety features they introduce and in the highway infrastructure they design to reduce collisions.

Road Safety Strategy 2015, a successor plan to Road Safety Vision 2010, is a five-year strategy intended to reduce the number of fatalities and serious injuries and ultimately contribute to Canada's efforts of having the world's safest roads. The strategy will provide Canadian jurisdictions with a framework of best practices that each can adopt to address its specific road

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CCMTA is on Course for Business Renewal and Change Management

By Steve Martin, CCMTA Chair and Superintendent of Motor Vehicles, B.C. Ministry of Public Safety and Solicitor General

CCMTA's vision is to have the safest and most efficient movement of people and goods by road in the world. To assist us in achieving this vision, we are pleased to highlight our commitment to examining and transforming our business model and ensure we are providing timely and effective support to the broader road safety community.

A culture of continuous improvement is vital to ensuring our organization is relevant, proactive and effective. Our business renewal process will assist CCMTA to be more responsive to emerging trends and opportunities within the context of our vision.

During these past few months, the Board has been working with our Executive Director Allison Rougeau to examine areas where the Secretariat can take on a greater leadership role in delivering its services, without minimizing access to the depth and breadth of subject matter by experts who have supported the work of CCMTA over the years. The discussions in the shorter term will focus on the

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Victoria Welcomes CCMTA Delegates

Victoria, British Columbia's capital city, is the site of **CCMTA's 2011 Annual Meeting**, to be held **May 15-19**.

Progress through Partnerships is the theme of this year's gathering and relates directly to CCMTA's vision of Canada having the world's safest roads.

The theme is especially timely as CCMTA launches an ambitious successor plan to Road Safety Vision 2010: Road Safety Strategy (RSS) 2015. (See *related story in this issue*.) The theme also speaks to how partnerships help in the success of such a gathering – whether as a delegate, exhibitor, sponsor or volunteer.

The Secretariat and the local host team have been busy preparing the business program, to include panel discussions and the launch of Canada Road Safety Week and RSS 2015. Tentative committee meeting agendas will be distributed to government and associate members in early March with finals following in April.

The sidebar on this page identifies sponsors who have already committed to support the meeting. To find out more about **sponsorship opportunities** at CCMTA's 2011 Annual Meeting, please contact Martin Rochon at (613) 736-1003, ext. 252, or mrochon@ccmta.ca.

The 2011 Annual Meeting headquarters hotel is the Delta Ocean Pointe Resort & Spa, located on Victoria's breathtaking

harbour and only a five-minute walk from downtown. We recommend you book your hotel room early!

The excellent social program will showcase the best in West Coast scenery, activities, dining and hospitality. We encourage you to "partner" with us for 2011 and register asap!

Join us in Victoria and discover why it is consistently rated one of the Top 10 cities in North America by the readers of *Condé Nast Traveler*!

Please visit www.ccmta.ca for everything you need to know about registration, program and exhibition details.



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Vehicle Strategy Overview Group Adds Two More Best Practices Documents to CCMTA Inventory

In December 2010, CCMTA's Board approved two new best practice documents produced by D&V's Vehicle Strategy Overview Group (VSOG): the *CCMTA Best Practice for Regulating Excessively-Raised Vehicles (ERVs)* and the *CCMTA Discussion Paper and Recommendations Regarding Issues of Managing Motorized Personalized Mobility Devices (MPMDs)*.

D&V's Chair Mark Francis noted that the ERV document is an ideal resource for regulating these types of vehicles. The document also includes a set of recommendations for a single management/measurement protocol using frame height to determine acceptable altered ride height limits for raised vehicles. The MPMD document provides best practices for regulating items such as motorized wheelchairs, Segway-type electric scooters and T3 Motion electric security vehicles.

The years 2009 and 2010 were very productive for VSOG as the group also completed a final version of a *Model Law on Motorcycle Exhaust Noise* in May 2010. Copies of these vehicle reports are available to CCMTA members as well as the *Right Hand Drive (RHD) Best Practices Guide* and the updated *Stolen and Wrecked Vehicles Monitoring Program* (both completed in December 2009).

In 2011, VSOG's new priority will be to develop a document on the regulation of Low Speed Vehicles (LSVs). The working group will be led by Harold Blaney of Quebec.

Currently, some jurisdictions are carrying out pilot programs. There is also a general information section on LSVs and the various pilots at www.ccmta.ca.

CCMTA Best Practice For Regulating Excessively-Raised Vehicles

Version 2.8
December 2010



Approved by the CCMTA Board of Directors, December 2010

Ministers Approve Amendments to Cargo Securement Standard

As of January 1, 2011, each of the minimum number of tiedowns required to secure cargo to a vehicle must be rated and marked by the manufacturer as to its working load limit. This and other changes to the standard were part of a two-fold package of amendments to NSC Standard 10 approved by the Council of Ministers on September 30.

The provision to require the strength of tiedowns – the working load limit – to be provided by the manufacturer and marked on the tiedown assembly was developed by government and industry stakeholders during preparation of the North American Cargo Securement Standard from 1994 to 1999. Provision of this information was viewed as an important tool for both carriers and enforcement officials in verifying the safety and adequacy of cargo securement systems. It was agreed then that an orderly implementation of the

requirement could be accommodated with five years' notice, based on the typical service life of commonly used tiedown assemblies. As a result, the original 2004 standard contained a sunset provision for default working load limits requiring all securement tiedowns to be rated and marked by their manufacturer by January 1, 2010, a deadline later extended to December 31, 2010, as an additional education period for industry. The requirement will apply to all Canadian and U.S. carriers operating in Canada and has the backing of the U.S. Federal Motor Carrier Safety Administration (FMCSA). As part of the change, jurisdictions have indicated they will not preclude the use of "extra" unmarked/unrated tiedowns when the minimum number and location requirements are met.

The other amendments consist primarily of changes requested by industry to

simplify and clarify requirements that apply to specific situations and are geared mainly to the construction industry (e.g.: securement of heavy equipment), the forest products sector (paper rolls), the crushed car recycling industry, and utility companies (hydro poles). They were developed by CCMTA through consultations with all provinces and territories and ongoing discussions with stakeholders in regular public forums, with support from FMCSA. These changes will be subject to an educational enforcement policy as determined by each jurisdiction, with a target compliance date of January 1, 2012.

More information can be found on the Cargo Securement page of the CCMTA web site at <http://ccmta.ca/english/committees/cra/cargo/cargo.cfm>.

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CCMTA is on Course for Business Renewal and Change Management

opportunity to clarify roles, responsibilities and expectations as they pertain to the work of the Board, Standing Committees and Secretariat, while maintaining the momentum in some key safety portfolios in Canada and elsewhere.

It is a challenging task to maintain momentum and undergo new business processes at the same time – 2011 promises to be an important and exciting year for CCMTA. In launching Road Safety Strategy 2015, we will continue to work with our partners and stakeholders and keep ourselves focused on our main objectives. Stay tuned! We hope to share more information on this (and other activity) in the next (Summer 2011) issue of *CCMTA News*, following the Board of Directors' meetings in May.

I look forward to seeing a great turnout of members in May. Victoria is the host city for CCMTA's 2011 Annual Meeting, which runs from May 15 to 19, and British Columbia is delighted to be hosting this event.

The road ahead looks very promising indeed.

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RETHINK ROAD SAFETY: OWN IT!

safety challenges and thus "own" RSS 2015.

The unveiling of RSS 2015 also coincides with the National Year of Road Safety 2011, an ambitious undertaking which aims to raise public awareness and promote road safety activities nationwide. The Canadian Global Road Safety Committee, whose membership is made up of injury prevention and road safety professionals, including CCMTA, is leading this initiative.

"The new strategy acknowledges the linkages between drivers, roads and vehicle design and thus provides a 'safer systems' approach that addresses road users, infrastructure and vehicles," said CCMTA's Chair Steve Martin. "All Canadians are invited to 'Rethink Road Safety' to help Canada achieve its vision of having the safest roads in the world."

Road Safety Strategy 2015 represents a collaborative effort from a broad range

of stakeholders – with input from road safety professionals, the law enforcement community and the engineering sector. CCMTA will lead the implementation of the strategy and support stakeholders in the process.

RSS 2015 will be officially launched at CCMTA's 2011 Annual Meeting, to be held May 15-19 in Victoria, B.C.

In other news, Transport Canada will sponsor a National Year of Road Safety in 2011 to promote road safety across Canada and reach the targets and sub-targets set out in Canada's Road Safety Vision 2010.

And the United Nations has agreed that 2011-2020 will be the global Decade of Action for Road Safety. The UN is responding to a rapidly escalating road safety crisis worldwide. Each year, about 1.3 million people are killed on the world's roads and the death toll is set to rise dramatically over the next decade unless drastic actions are taken. Developing countries are badly affected, accounting for 90% of global traffic fatalities.

Canadian Driver Licence Agreement Soon to Be Implemented

The implementation of the long-awaited Canadian Driver Licence Agreement (CDLA) is expected to begin in 2011.

Immediately prior to last fall's standing committee meetings, a special one-day meeting was held in Ottawa to address operational issues and review potential barriers to entry for jurisdictions. At the meeting, four jurisdictions indicated they will be ready to participate in 2011.

The CDLA was endorsed by the Council of Ministers Responsible for Transportation and Highway Safety in September 2005 and approved by CCMTA's Board of Directors in December 2006.

However, completion of the agreement was the start of work for individual jurisdictions. To be compliant in the CDLA, jurisdictions must have in place more than 50 specific processes in their driver licence issuance or driver licence exchange procedures. In many cases, these require legislation, computer and procedural changes.

The CDLA will update and eventually replace the Canadian Driver Licence Compact (CDLC), which has been in operation since the early 1990s. The CDLA enhances the existing CDLC, which now allows for the exchange of driver licences and conviction information between Canadian jurisdictions and assists drivers when they relocate from one jurisdiction to another. The new CDLA includes enhancements to driver's licence administration and identification security.

Other new developments in 2011: Susan McCracken (NB) will take over as Project Group Chair to steer the implementation, replacing Harold Blaney (QC), who will focus his efforts on the Low Speed Vehicles Project.

CCMTA Considers Update of PMVI Standard

Further to a recommendation by the Standing Committee on Compliance and Regulatory Affairs (CRA), CCMTA is hoping to conduct a review of National Safety Code Standard 11 on Periodic Motor Vehicle Inspections (PMVI).

The standard was last updated in early 2006, and a number of areas have since been identified by both government and industry stakeholders as requiring amendments and review. The recommendation was made to the Board in December, and the Secretariat was tasked with providing terms of reference and a work plan for the review in time for the Annual Meeting in May. Pending Board approval, it is anticipated that CRA will establish a new Project Group on Commercial Vehicle Inspections to assist in the endeavour.

CCMTA publishes the standard in a manual entitled *Periodic Commercial Motor Vehicle Inspections*. Further developments will be reported in the next issue of *CCMTA News*.

Ontario Produces Child Passenger Safety Videos

The Ontario Ministry of Transportation has created three online videos (now posted on its website in English and French versions) to help parents and other caregivers determine the appropriate child car seat to use, and to assist them in installing these restraints in their vehicle.

The videos demonstrate the installation process for rear-facing and forward-facing child car seats as well as booster seats, and provide tips on how to overcome installation challenges.

The *Safe & Secure/Leur sécurité d'abord* videos can be viewed at the following links: www.mto.gov.on.ca/english/safety/carseat/choose.shtml and www.mto.gov.on.ca/french/safety/carseat/choose.shtml.

Work on EOBRs Gets Underway

Meeting on September 29 in Halifax, the Council of Deputy Ministers approved CCMTA's report on Electronic On-Board Recorders (EOBRs), directing CCMTA to develop a standard on EOBR use that will leverage the work of the U.S. Federal Motor Carrier Safety Administration (FMCSA) and give Canada the opportunity to move forward with its own standard, while ensuring compatibility with the U.S.

As part of its consultation process, the CCMTA Project Group on EOBRs conducted a literature review and issued

a discussion paper in February 2010. The paper presented key considerations associated with EOBRs and solicited industry feedback from CCMTA associates and others, including manufacturers.

The project group met in early February to develop a project plan, including terms of reference for retaining a consultant; a recommendation on how to proceed is expected to be provided to the CCMTA Board over the winter months. A status report will be provided in May.

FMCSA Publishes Proposed Follow-on EOBR Rule

In a last-minute development just before going to press, the U.S. Federal Motor Carrier Safety Administration (FMCSA) published its follow-up proposal on EOBRs on January 31.

The regulations as drafted will require all interstate motor carriers now subject to the logbook requirement to use on-board recorders, while easing the requirement to retain certain Hours of Service (HoS) supporting documents such as delivery and toll receipts.

FMCSA estimates the rule will affect some 500,000 carriers. Comments to the docket (FMCSA-2010-0167) can be

submitted at <http://www.regulations.gov> until April 4, 2011. FMCSA indicates that the final rule, to go into effect three years following publication, will likely be published before the June 4, 2012 compliance date for the April 2010 EOBR rulemaking.

That rule, which clarifies technical requirements and sets comprehensive performance requirements for the recorders, mandates remedial use of EOBRs for carriers with a 10% or greater HoS violation rate in any given compliance review. An estimated 5,700 carriers are expected to be affected.

New Vehicle Impoundment Programs Started in ON

On December 1, 2010, Ontario introduced three new seven-day vehicle impoundment programs for:

- Drivers caught driving with a licence already under a specific Highway Traffic Act (HTA) suspension – including default of family support, but not including suspensions for defaulted fines or medical conditions. The vehicle impoundment would apply to HTA suspensions such as failure to complete remedial measures; warn range (.05 to .08) blood alcohol concentration suspensions; demerit point accumulations; and careless driving.

- Drivers required to have a vehicle ignition interlock device and who are found driving without such a device.

- Drivers caught with a blood alcohol concentration (BAC) over 0.08 or who fail/refuse to comply with a demand to provide a breath sample made by a police officer under the Criminal Code of Canada.

These new vehicle impoundment programs are in addition to existing penalties for drivers who drink and drive or who operate a vehicle while under a licence suspension.

Coming Soon: Human Factors in Motor Carrier Safety Draft Report

The importance of human factors in road safety is the focus of a three-year study prepared by Pierre Thiffault, a senior research analyst with Transport Canada and chair of CCMTA's Human Factors in Motor Carrier Safety Task Force.

A draft report – entitled *Addressing human factors in the motor carrier industry in Canada* – suggests actions that might increase the efficiency of safety programs through a greater emphasis on human factors as key causes of roadway collisions.

The study, done on behalf of CCMTA, will inform much of the work of the Standing Committee on Compliance and Regulatory Affairs (CRA) over the next year. CRA will discuss the preliminary findings at its meeting in May. Recent studies show that human factors and driver errors are responsible for 85% to

90% of all crashes in Canada.

Mr. Thiffault advocates a purely scientific, risk-based and theory-driven approach, devoid of policy considerations, to reduce the death and injury toll on Canada's roads.

As a result of his extensive research, Mr. Thiffault firmly believes that driver error is where the most progress can be achieved in making Canada's roads safer.

For example, tackling fatigue behind the wheel will involve investigating determinants of the wrong-headed decision to keep driving while drowsy.

The report's findings are expected to go a long way towards developing countermeasures applicable to the general driving population as well.

Alcohol Interlock Reciprocity Matrix Is Now Complete

Alcohol Interlock Reciprocity addresses those drivers who relocate from one jurisdiction to another in Canada and are involved in a vehicle alcohol interlock program.

The original principles of an agreement were approved by CCMTA's Board of Directors in May 2009, and since then the working group has developed procedures which provide the details of programs for individual jurisdictions.

This document – referred to as a “matrix” – is now complete: it was approved by CCMTA's Board in December 2010 and distributed – along with a contact list of key personnel – as a working tool to all jurisdictions.

CCMTA Bids Farewell to Former Director of Programs

Audrey Henderson

By Allison Rougeau, Executive Director, CCMTA

It is with mixed feelings that CCMTA announces the retirement of Audrey Henderson after 24 years of dedicated service... we all have conflicting emotions because, while we are happy for Audrey, we are of course very sad to see her go.

As most of you are aware, Audrey has made a great and valued contribution to CCMTA over the years. She has put in her time and leaves us now to start a new chapter and adventure in her life.

As we celebrated Audrey at her retirement party on January 27, she shared some of her memories of working with CCMTA these many years. Funny stories segued into reminiscences... Through it all, Audrey demonstrated a sense of commitment that she and the rest of the staff bring to their work. As

Audrey finished her speech, it was with enthusiasm that she spoke of spending more time with her grandchildren, traveling and indulging in genealogy, one of her favorite pastimes. “With a lifetime of work and achievements behind me, I look forward to the next chapter of my life, a journey of different experiences and priorities,” Audrey said.

“Over my 20 years of involvement with CCMTA, I always found Audrey to be supportive, caring and professional in all my dealings with her,” said longest-serving CCMTA Board Member John MacDonald. “I, along with my Board colleagues, wish her the best in her retirement. She deserves it!”

CCMTA has faced many changes in

recent months and no doubt will face many more. However, like the fellow said – the only constant in life is change. As Audrey ventures along a new path, I want to personally thank her for maintaining the high level of dedication she brought to CCMTA right up to her very last day on the job. Without Audrey's guidance and support, my transition to CCMTA may not have been as smooth as it was. Audrey, we wish you nothing but the best in your active retirement.

I look forward to working with all members of this organization. Exciting times lie ahead and, while there may be challenges and bumps in the road along the way, renewal and transition bring us the opportunity to build upon the successes we have already achieved.

Tribute Is Paid to Canadians Killed and Injured in Road Collisions

November 17, 2010, marked the third annual National Day of Remembrance for Road Crash Victims in Canada. This somber occasion served as an opportunity to publicly remember the thousands of Canadian victims of traffic collisions and to acknowledge our collective responsibility in preventing serious deaths and injuries on our streets, roads and highways. The devastation caused by carelessness, recklessness and impaired judgment behind the wheel must be curtailed.

The National Day of Remembrance is organized by the Canadian Global Road Safety Committee, whose membership is made up of injury prevention and road safety professionals, including CCMTA. This year's event was highlighted by the appearance of federal transport minister Hon. Chuck Strahl.

"Observing this day helps raise awareness of the almost 2,800 road users who are killed and of the approximately 195,000 injuries that occur each year in Canada," Mr. Strahl noted in his address. "It commemorates the victims of these crashes and reminds us all of the importance of driving safely."

The official national ceremony and exhibition by road safety stakeholders took place at Mother Teresa Catholic High School in Ottawa, a sadly fitting venue given the tragic events of last June: the death of a student from this school in a serious car crash in which street racing was a factor. The victim, Christian Williams, was 18 years old, only two days shy of graduating and a star basketball player with a future full of possibilities.

Among the speakers were CCMTA chair Steve Martin, Mother Teresa Catholic High School principal Norma McDonald (who paid tribute to Christian Williams), and representatives of MADD Canada – Mothers Against Drunk Driving, arrive alive Drive Sober (Ontario Community Council on Impaired Driving) and Ontario Students Against Impaired Driving (OSAID).

A national awareness campaign to cut down on traffic deaths among younger drivers was launched across Canada to curb the increasing number of users of cell phones and other hand-held and hands-free portable electronic devices from making calls and texting behind the wheel of a motor vehicle. The campaign call to action invites drivers young and old to take the pledge to "LEAVE THE PHONE ALONE".

There are growing concerns among the public and highway safety experts of the phenomenal increase in the use of cell phones and other portable communication devices while driving. Thousands of young drivers are still using their cell phones and texting behind the wheel in spite of increased risk of injury to themselves and others, and recent laws banning their use in some Canadian provinces.

It doesn't take very long to create the conditions for a crash – just a split second.

So Mr. Martin challenged "each of you here today to help spread the message of the 'Leave

the Phone Alone' campaign. I encourage everyone to take the pledge on the LeaveThePhoneAlone.ca website – and then, using Facebook, Twitter, My Space or your personal blogs – invite and challenge your friends and family members to do the same.

"When you commit to take the pledge, you will receive a car window sticker," Mr. Martin explained. "In addition, the website tracks all the Canadian pledges and shows these on a map of Canada."

For more information on the National Day of Remembrance for Road Crash Victims in Canada, visit www.rememberroadcrashvictims.ca.



Federal Transport Minister Chuck Strahl was the special invited guest at a national ceremony in Ottawa commemorating road crash victims in Canada. PHOTO: Andrew Geddes

LEAVE THE PHONE ALONE
LeaveThePhoneAlone.ca



LAISSE FAIRE LE CELLULAIRE
LaisseFaireLeCellulaire.ca

Distracted Driving Legislation Passed in Alberta

Bill 16, the Traffic Safety (Distracted Driving) Amendment Act, passed third reading in the Alberta Legislature on November 17. "This legislation goes beyond hand-held cell phones and other electronic devices to include restrictions on activities like reading, writing and personal grooming," said Shaun Hammond, assistant deputy minister for transportation safety services at Alberta Transportation. "This will give law

enforcement much more flexibility to deal with a wider range of distractions. It is a positive step in encouraging drivers to focus on the task of driving. In the coming months, the province will launch a public education and awareness campaign to help Albertans understand the details of the legislation. We anticipate that this law will be in effect by the middle of 2011."

New Brunswick Introduces Driver Distraction Legislation

Using a hand-held cell phone and/or certain devices while driving would no longer be allowed as a result of amendments to the Motor Vehicle Act introduced in New Brunswick's legislative assembly on November 24.

"Texting and using cell phones while driving are dangerous behaviours that have become too common," Public Safety Minister and Solicitor General Robert Trevors said. "In fact, studies show that a significant percentage of collisions are the result of distracted driving. By introducing this legislation, our government is sending a message that distracted driving is not acceptable."

The legislation would prohibit the handling or other manipulation while driving of hand-held cellular telephones (except when operated in a hands-free manner), texting devices, and portable entertainment devices.

The bill would also prohibit the manual programming or adjusting of any Global Positioning System (GPS) while driving.

In addition, television-style viewing screens, monitors, DVD players and computer screens would not be permitted within the visual range of the driver of a motor vehicle.

Police, fire and ambulance personnel would be exempt from these restrictions when performing their duties. Ham radio operators would be permitted to use two-way radios for emergency search-and-rescue activities.

The legislation would allow drivers to use a communication device to report an emergency to the appropriate authorities, such as 911.

The legislation would also allow motor vehicle operators to use two-way radios for commercial purposes.

Drivers who violate the legislation would be subject to the loss of three points from their licence and subject to a fine of \$172.50.

The legislation would come into effect in early 2011 following a public awareness and education campaign.

Bill 71 – An Act to Amend the Highway Safety Code in Quebec

The Quebec National Assembly adopted a bill on December 10, 2010, to amend the Highway Safety Code. Of the 40 or so provisions contained in the bill, there are provisions to: address as a priority impaired driving through measures targeting repeat offenders and multiple repeat offenders; address unacceptable behaviors such as street racing and car surfing; and deter drivers from excessive speeding in roadwork zones.

For example, penalties relating to alcohol-impaired driving include: increasing vehicle seizure for a repeat offence from 30 to 90 days; requiring a lifelong alcohol ignition interlock following a third drunk driving conviction; prohibiting a repeat offender from purchasing a road vehicle as well as registering and driving a vehicle until completion of the framework program provided by the *Highway Safety Code*.

Penalties relating to street racing and car surfing include: immediate seven-day licence suspension; 30-day suspension for a second or subsequent offence; immediate seven-day vehicle seizure, 30-day seizure for a second or subsequent offence; a fine of \$1,000 to \$3,000 if convicted of street racing, car surfing or other reckless behavior.

These are only a few of the measures provided by Bill 71. The bill contains various other provisions relating to certain specific situations. All provisions will be in effect by June 30, 2012.

For more information about Bill 71, consult Chapter 34 of the Statutes of Quebec 2010 under Annual Statutes on the *Publications du Québec* website at www.publicationsduquebec.gouv.qc.ca/.

0 BAC for Drivers 21 and Under in Ontario

Ontario introduced new legislation in August prohibiting drivers 21 years of age and younger from having any alcohol in their system while driving. Research shows that ages 19, 20 and 21 are peak years for impaired driving-related fatal and injury collisions. These

drivers are 1½ times more likely to have been drinking and driving when in fatal and injury crashes compared to other drivers. This legislation builds on the existing zero blood alcohol concentration requirement for all drivers in Ontario's graduated licensing system,

regardless of age. To promote this new legislation, the Ontario Ministry of Transportation has produced a video outlining the law and the consequences of non-compliance. The video is posted at www.mto.gov.on.ca/english/about/bill126.shtml.

SGI Unveils New Driver's Licence

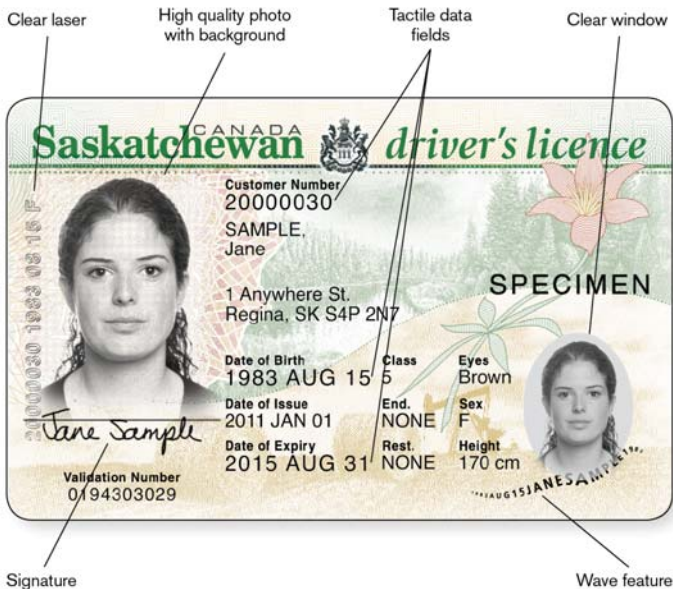
As of January 1, 2011, SGI introduced a new Saskatchewan driver licence that offers enhanced security features making it easy for groups like law enforcement officers and retailers to determine if the card is authentic, and also make it very difficult to counterfeit.

The new licence also meets the latest international standards and CCMTA's Canadian Driver Licence Agreement (CDLA) card specifications. It is a single card that replaces the current two-part driver licence, which has a photo identification card and paper certificate. It also has a longer renewal period, with customers renewing every five years instead of annually.

In 2011, all licence holders will get a new licence when they renew. The old two-part licence is still valid until the licence holder gets their new card, either at their regular renewal time or if they need to replace their licence prior to that.

As a customer convenience, drivers will have two payment options for renewing their licence. They can pay \$25 per year for each of the five years, or they can pay for the entire five years up front for a discounted fee of \$100.

SGI will also be updating its photo identification cards (available to non-drivers for a \$10 fee) with similar security features and a unique design.



No Insurance Means No Plate Renewal in ON

Ontario launched an Uninsured Vehicles Program (UVP) in November 2010 – an online service that confirms with the Insurance Bureau of Canada (IBC) if a vehicle has mandatory insurance coverage when an owner renews their license plate.

In Ontario, it is mandatory for all vehicles to have valid insurance coverage. Currently, drivers are required to provide proof of insurance when renewing their vehicle's licence plate. By partnering with the IBC, the province can check to ensure drivers' insurance coverage is valid.

"The ability to check for insurance in real-time means fewer uninsured drivers on Ontario's roads," said Transportation Minister Kathleen Wynne. "The message is clear: to drive in Ontario, you must be insured – it's the law."

Since the program started on November 29, insurance status for more than 750,000 vehicles has been verified. The provincial government is now working with the enforcement community to provide them with access to the UVP system so officers can verify insurance coverage at the roadside by spring 2011.

Amended Definition of "Heavy Vehicle" in QC

In Quebec, amendments to the definition of a "heavy vehicle" in the *Act respecting owners, operators and drivers of heavy vehicles* came into effect on January 1, 2011. As of that date, any road vehicle or combination of road vehicles with a gross vehicle weight rating (GVWR) of 4,500 kg or more is considered a heavy vehicle. The GVWR indicates the vehicle weight, including its maximum load capacity, according to the manufacturer's specifications:

GVWR = net mass + maximum load capacity

All heavy vehicle users must be informed about and obey the rules and requirements that regulate their activities, in particular: driving and off-duty time for heavy vehicle drivers; pre-trip vehicle inspection; preventive vehicle maintenance; mandatory mechanical inspection; road signs and traffic signals for trucks; and load-securing standards.

The Société de l'assurance automobile du Québec (SAAQ) keeps a record for all heavy vehicle owners and operators in order to monitor and review their conduct. The SAAQ enters every event (offences, road accidents, etc.) that involves a heavy vehicle registered in Quebec.

As of January 1, 2011, new heavy vehicle users must comply with these rules and requirements in order to have a good record. Current users may also be affected by the new definition of a heavy vehicle.

For more details on records and ongoing conduct review of heavy vehicle users, visit SAAQ's website at www.saaq.gouv.qc.ca.

Canadian Vehicle Market Transformed as Trucks Outpace Auto Sales

Surging sales of minivans and pickup trucks have driven better-than-expected automobile sales in Canada this year, according to a report by Scotia Economics released in late November.

The light-truck category, which includes pickup trucks, minivans and sport utility vehicles (SUVs), grew to 54% of the Canadian auto-market share so far in 2010, up from 49% in 2009. Dealer incentives for bigger vehicles are largely behind the 38% surge in minivan sales and the 22% rise in pickup-truck sales. "Incentives have roughly doubled over the past year, climbing to nearly 30% of the Manufacturers' Suggested Retail Price (MSRP) for pickup trucks and a weighted average of about 15% of MSRP for all new vehicles," said a senior economist with Scotia Economics.

In fact, incentives at "stupefying" levels of pickup trucks and other models are causing such a transformation of the Canadian vehicle market that *trucks are poised to outsell cars for the first time ever*. "The simple point is that incentives are stupidly high," said industry analyst Dennis Desrosiers, president of DesRosiers Automotive Consultants Inc. of Richmond Hill, Ontario. "Whenever an [automaker] slaps major money on to the windshield of a particular vehicle, the resale value of tens of thousands of existing owners drops by a similar amount with a corresponding reduction in brand value."

– From *The Globe and Mail Report on Business Weekend* and *Financial Post*

New Reduced Suspension with Ignition Interlock Conduct Review Program in Ontario

This recently introduced program allows eligible drivers convicted for a first alcohol-impaired driving offence under the Criminal Code to reduce their licence suspension in return for meeting specific requirements, such as the mandatory installation of an approved ignition interlock device in their vehicle. This will help impaired drivers in Ontario change

their behaviour to prevent them from becoming repeat offenders. The program began on August 3, 2010.

While Ontario has come a long way, drinking and driving is still a factor in about one-quarter of all traffic fatalities in the province. This new program will make the province's roads safer by

helping to prevent drinking and driving and driving while suspended. By allowing drivers to get back behind the wheel with an ignition interlock, authorities are giving them a chance to continue to be productive members of society while strictly monitoring and controlling their behaviour.

Monument to Deceased Motorcyclists Unveiled

On Friday, August 13, in Port Dover, Ont., well over 100,000 motorcycle riders attended the inauguration of a monument to motorcyclists killed in road collisions in Canada. The monument of carved stone, placed near the National Motorcycle Tree of Remembrance planted in May 2010, will now be a focal point for motorcycle enthusiasts on the National Day of Remembrance for Road Crash Victims in late November (*see related story on page 7*).



No Car Too Small

In the United Kingdom, 40-year-old Paul Hutton was issued a three-year driving ban and a conditional discharge after police pulled him over for driving a toy Barbie car while intoxicated.

In something out of a Monty Python sketch, the *Daily Mail* says Hutton was pulled over driving the battery-operated toy car in the town of Clacton-on-Sea in March 2010.

Hutton, who'd rescued the pink-and-white jeep – top speed four miles per hour – from a dump, had a booze-fueled impulse to drive it to a friend's home 500 yards away. Police spotted the six-foot-tall engineer folded into the four-foot-long car and pulled him over.

"When I tried to talk, I realized how drunk I was," Hutton is quoted in a *Mail Online* report. Hutton blew at more than twice the legal limit.

The Barbie car was impounded.

People in the News

At Alberta Transportation: **Mitch Fuhr** is the new Executive Director of Driver Programs. **Kim Durdle**, formerly of the Carrier Services Division, succeeds **Alvin Moroz** as Director, Transport Engineering, based out of the Red Deer Office. The new Director of the Driver Programs and Licensing Standards Section is **Lorraine Card**, who comes to Alberta Transportation from Greyhound Canada and has been an associate member of CCMTA. **Wendy Carriere** is the new Director of Carrier Services and AB member of CCMTA's Standing Committee on Compliance and Regulatory Affairs (CRA)...

The Ministry of Transportation of Quebec's **Guy Desrosiers**, longtime resident expert on the cargo securement file, is now retired. His successor is **Louis-Georges Beauchemin**...

Methuselah Kunuk, Assistant Deputy Minister of the Transportation Branch of the Nunavut Department of Economic Development and Transportation, replaces **Lorna Gee** as the representative from Nunavut on CCMTA's Board of Directors. Ms. Gee, Nunavut's Director of Motor Vehicles, replaces **Dave Petryshen** as the territory's representative on the Standing Committee on Drivers and Vehicles (D&V)...

Garry Dziwenka has been named Director of Road Licensing & Safety Division with the Northwest Territories Department of Transportation and will represent that jurisdiction on CCMTA's Board. Mr. Dziwenka will also continue to serve as NWT rep on the Standing Committee on Road Safety Research and Policies (RSRP)...

Stephanie Lines is now Director of Motor Vehicle Regulation Enforcement at Transport Canada (taking over from **Claude Roy**) and will represent the federal department on D&V...

Stephanie Melvin, Director of Administrative Justice, Driver Fitness and Intervention, with the British Columbia Ministry of Public Safety and Solicitor General, will represent B.C. on

the D&V committee, along with **Mark Francis** and **Nancy Letkeman** from the Insurance Corporation of British Columbia...

Denis Boissonnault, Director of Vehicle Safety with Alberta Transportation, joins **Mitch Fuhr** to represent Alberta on D&V...

Perry Dennis, Acting Director, Commercial Vehicle Safety Enforcement with B.C.'s Ministry of Transportation, will represent the province on the CRA committee...

Maria Minenna, Manager of Road Safety Program Development with Manitoba Public Insurance, replaces **Sheila Champagne** on the RSRP committee...

Heather Gorman, Manager of Vehicle Safety with New Brunswick's Department of Public Safety, replaces **Giselle Goguen** on RSRP...

Elizabeth Beecroft, Administrative/Program Assistant, Transport Services Branch, Yukon Department of Highways and Public Works, will now represent the Yukon on the RSRP Committee, replacing **Tracy Erman**...

Martin Jackson, the Interprovincial Record Exchange (IRE) System Manager, will retire from the CCMTA Secretariat on March 31. At IRE's

inception in 1987, Martin was contracted by CCMTA as a technical consultant to oversee the connectivity of the jurisdictions' motor vehicle systems to a national data exchange network. In the ensuing years, he has managed the technical and strategic direction for IRE that has included driver, vehicle and carrier data exchange in Canada, connectivity with the U.S. and IRE access by third parties. CCMTA wishes Martin all the best in his retirement!

New Members

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

Auto Test Products
Paul King
Export Sales Manager
Port Melbourne, Victoria, Australia

Motor Coach Canada
David Carroll
Director of Safety and Maintenance
Etobicoke, ON

2011 Directory Now Available as CD-ROM for All Members!

CCMTA has just released the 2011 edition of its membership *Directory*. As in the past, associate members will receive a complimentary CD-ROM when they renew their membership. A first this year, we're pleased to report that the *Directory* will be made available free of charge in CD-ROM format to our government members as well!

The CD-ROM contains over 600 entries from contacts and

organizations dealing with road transportation management and regulation across the country and beyond its borders.

As a green initiative, however, CCMTA will no longer produce a traditional hard-copy of the *Directory*. Additional CD-ROM orders can be placed with the CCMTA Secretariat by telephone (613.736.1003) or by e-mail (ccmta-secretariat@ccmta.ca).

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Calendar of Events

North American Cargo Securement Harmonization Public Forum

April 11, 2011

2011 CVSA Workshop

April 12-14, 2011

Hyatt Regency O'Hare

Rosemont, IL

Canadian Multidisciplinary Road Safety Conference

May 8-11, 2011

Lord Nelson Hotel

Halifax, NS

CCMTA Annual Meeting

May 15-19, 2011

Delta Ocean Pointe Resort & Spa

Victoria, BC

Roadcheck 2011

June 7-9, 2011

Brake Safety Week 2011

September 11-17, 2011

2011 CVSA Annual Conference

September 26-29, 2011

Hilton Austin

Austin, TX

Transports of Delight

WHY?

Why do we drive on parkways and park on driveways?

Why is it that when you transport something by car, it's called a shipment, but when you transport something by ship, it's called cargo?

Why are there interstate highways in Hawaii?

Why is it that when you're driving and looking for an address, you turn down the volume on the radio?

Why do you need a driver licence to buy liquor when you can't drink and drive?

HOW?

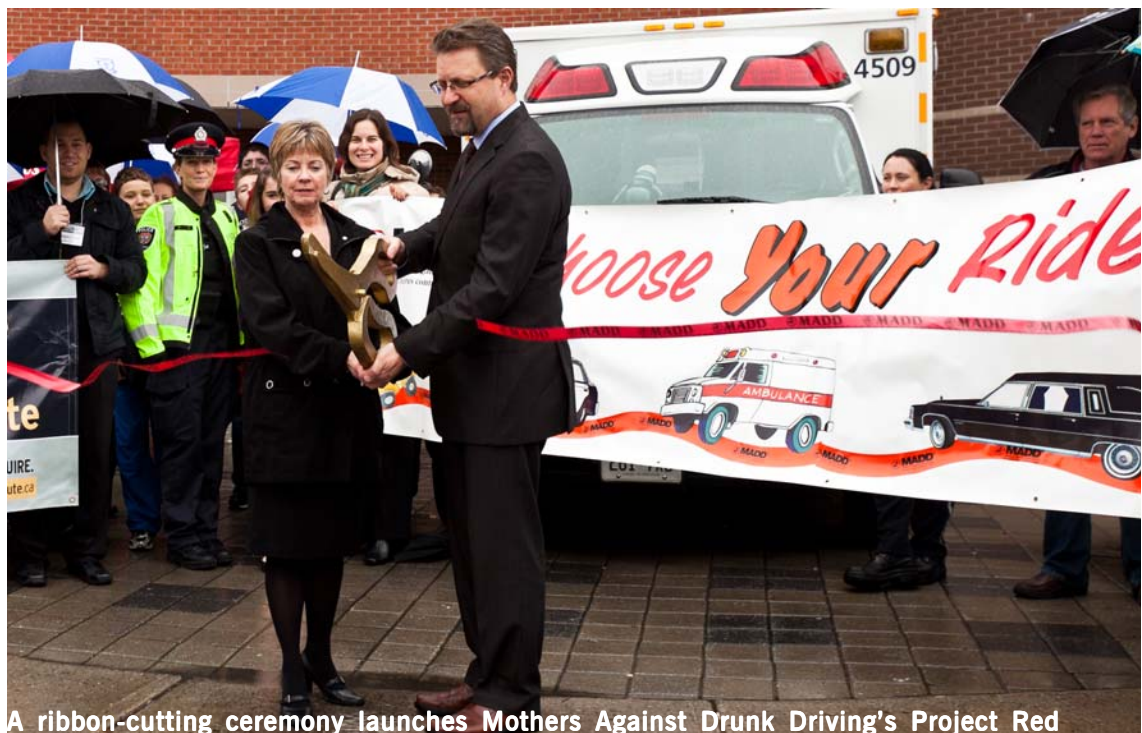
How does the guy who drives the snowplow get to work in the mornings?

When you're sending someone Styrofoam, what do you pack it in?

HUH?

I was hitch-hiking the other day and a hearse stopped. I said, "No thanks, I'm not going that far."

If you're in a vehicle traveling at the speed of light, what happens when you turn on the headlights?



A ribbon-cutting ceremony launches Mothers Against Drunk Driving's Project Red
Ribbon campaign against drinking and driving during the busy holiday season. The event took place in Ottawa on November 17 as part of the National Day of Remembrance for Road Crash Victims. Cutting the ribbon were Denise Dubyk, national president, MADD Canada, and Federal Transport Minister Chuck Strahl. PHOTO: Andrew Geddes