

CCMTA
2009-10 Business Plan

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Canadian Council of Motor Transport Administrators/
Conseil canadien des administrateurs en transport motorisé

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CCMTA / CCATM
2323 St. Laurent Blvd.
Ottawa, Ontario
K1G 4J8

Telephone: (613) 736-1003
Fax: (613) 736-1395

E-mail: ccmta-secretariat@ccmta.ca
Internet Web site: www.ccmta.ca

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I. OVERVIEW OF CCMTA

Background

The origins of the *Canadian Council of Motor Transport Administrators* (CCMTA) can be traced back to 1940, when the four Western provinces met to consider issues of common interest relating to road transport. In the early fifties, the group was joined by Ontario and the Yukon Territory. The Canada-wide expansion of the organization took place in 1956, some two years after the enactment of the *Motor Vehicle Transport Act* by Parliament, in response to an already-felt need for uniformity due to increasing movement and traffic.

In 1975, a constitution was signed by representatives of all provinces and territories and a small permanent Secretariat was established. The federal government has participated as a full member of CCMTA since 1977. The organization was incorporated in 1987 under its present name and constitution.

Mandate

CCMTA is a non-profit organization comprising representatives of the provincial, territorial and federal governments of Canada which, through the collective consultative process, makes decisions on administration and operational matters dealing with licensing, registration and control of motor vehicle transportation and highway safety. It also includes associate members from the private sector and other government departments whose expertise and opinions are sought in the development of strategies and programs.

In support of the Council, the Secretariat acts as a neutral and independent coordinating and support body. In addition, the Secretariat manages a communications network, called the *Interprovincial Record Exchange* (IRE) network, which is used by the governments for better business efficiencies in the areas of driver licensing, vehicle registration and motor carrier information. The Secretariat uses the network to provide data access services to third parties on behalf of governments.

OVERVIEW

Organizational Structure

CCMTA receives its mandate from, and reports to, the Council of Ministers Responsible for Transportation and Highway Safety.

The executive of CCMTA is made up of a fourteen-member Board of Directors, each representing his/her government who meet a minimum of twice a year to attend to the overall management of the organization and determine policy direction. The Board is responsible for providing overall guidance and specific direction to the standing committees. Recommendations of the standing committees are ratified by the CCMTA Board.

Each of the three standing committees of CCMTA comprises officials from each member jurisdiction, who meet twice a year to deal with a broad range of short- and long-term issues within their designated fields. Conference calls are held between meetings as the need arises. Decisions at the standing committee level are taken by majority consensus of government members.

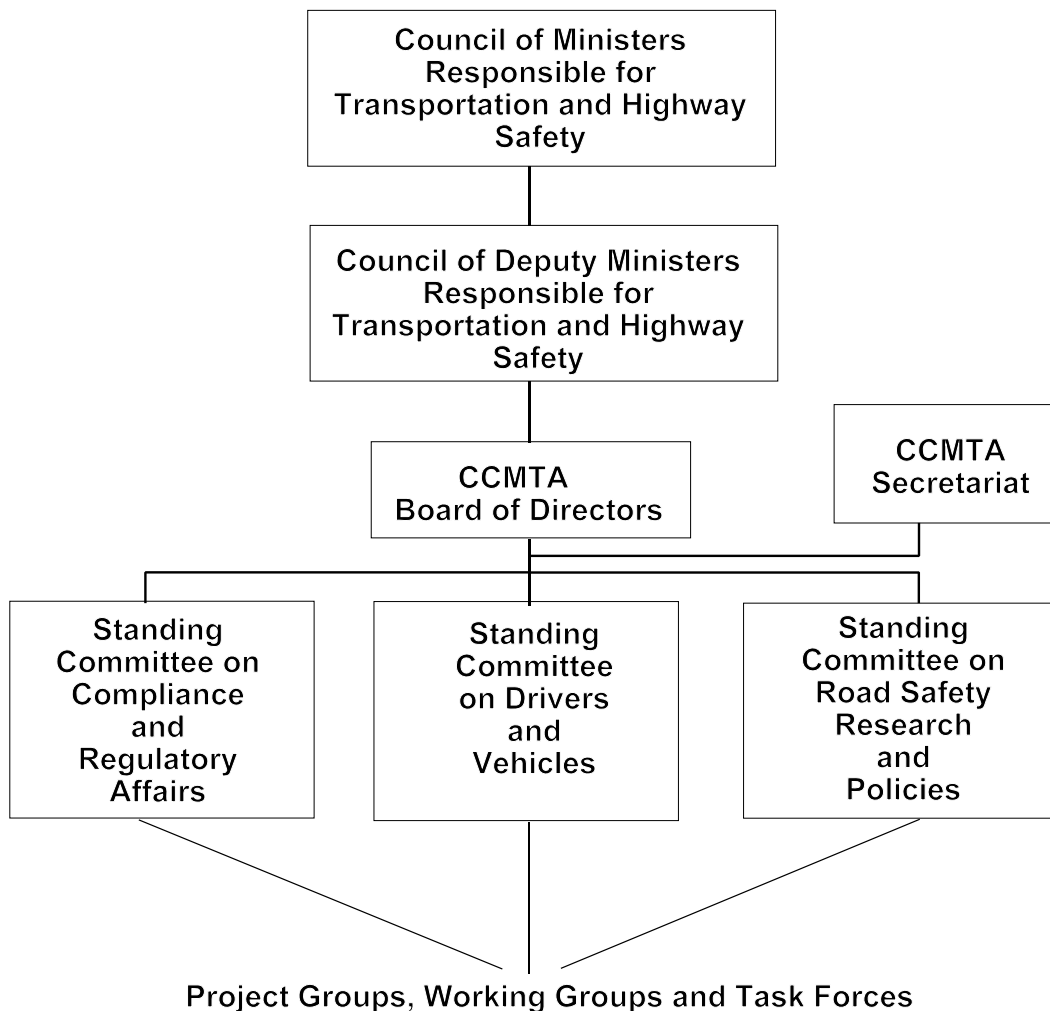
Technical development work is carried out by task forces, project groups and working groups established by the Board and standing committees on an ad-hoc basis.

Standing Committees

- The **Standing Committee on Compliance and Regulatory Affairs (CRA)** is concerned with the compliance activities of programs related to commercial driver and vehicle requirements, transportation of dangerous goods and motor carrier operations in order to achieve standardized regulations and compliance programs in all jurisdictions.
- The **Standing Committee on Drivers and Vehicles (D&V)** is responsible for all matters relating to motor vehicle registration and control, light vehicle standards and inspections, and driver licensing and control.
- The **Standing Committee on Road Safety Research and Policies (RSRP)** is responsible for coordinating federal, provincial and territorial road safety efforts, making recommendations in support of road safety programs, and developing overall expertise and strategies to prevent road collisions and reduce their consequences.

Table 1 below depicts the CCMTA organizational chart. The CCMTA member governments appear in Table 2. The various groups reporting to the relevant committees are noted in Table 3. The organizational chart of the CCMTA Secretariat appears in Table 4.

TABLE 1. CCMTA Organizational Chart



OVERVIEW

TABLE 2. CCMTA Member Governments

Alberta Transportation	Alberta
Ministry of Labour and Citizens' Services	British Columbia
Manitoba Public Insurance (MPI)	Manitoba
New Brunswick Department of Public Safety	New Brunswick
Newfoundland & Labrador Department of Government Services	Newfoundland & Labrador
Northwest Territories Department of Transportation	Northwest Territories
Nunavut Department of Economic Development & Transportation	Nunavut
Ontario Ministry of Transportation	Ontario
Prince Edward Island Department of Transportation & Public Works	Prince Edward Island
Saskatchewan Government Insurance (SGI)	Saskatchewan
Service Nova Scotia and Municipal Relations	Nova Scotia
Société de l'assurance automobile du Québec (SAAQ)	Québec
Transport Canada	Government of Canada
Yukon Department of Highways & Public Works / Yukon Department of Community Services	Yukon

TABLE 3. CCMTA Project Groups, Working Groups and Task Forces

<p>CCMTA Board of Directors</p> <ul style="list-style-type: none">• IRE Committee• Legal Services Committee• NAFTA• Nominations Committee• Oversight Committee on Road Safety Vision• Program and Finance Committee
<p>Standing Committee on Compliance and Regulatory Affairs (CRA)</p> <ul style="list-style-type: none">• Canada/U.S. Motor Carrier Data Exchange User Group• Canadian Cargo Securement Coordination Committee• Carrier Snapshot Exchange Project Group• Commercial Vehicle Inspection Standards Project Group• Commercial Vehicle Safety Alliance (CVSA) Region V - CVSA Education Quality Assurance Team (EQAT)• Electronic On-Board Recorders (EOBR) Project Group• FMCSA/CCMTA North American Cargo Securement Regulatory Harmonization Committee• Hours of Service Interpretation Issues• Hours of Service Jurisdictional Alternatives Project Group• Human Factors in Motor Carrier Safety Task Force• NSC Standards Monitoring Project Group• Safety Rating Implementation Issues Steering Group• Trip Inspection Brake Monitoring Technology Project Group

OVERVIEW

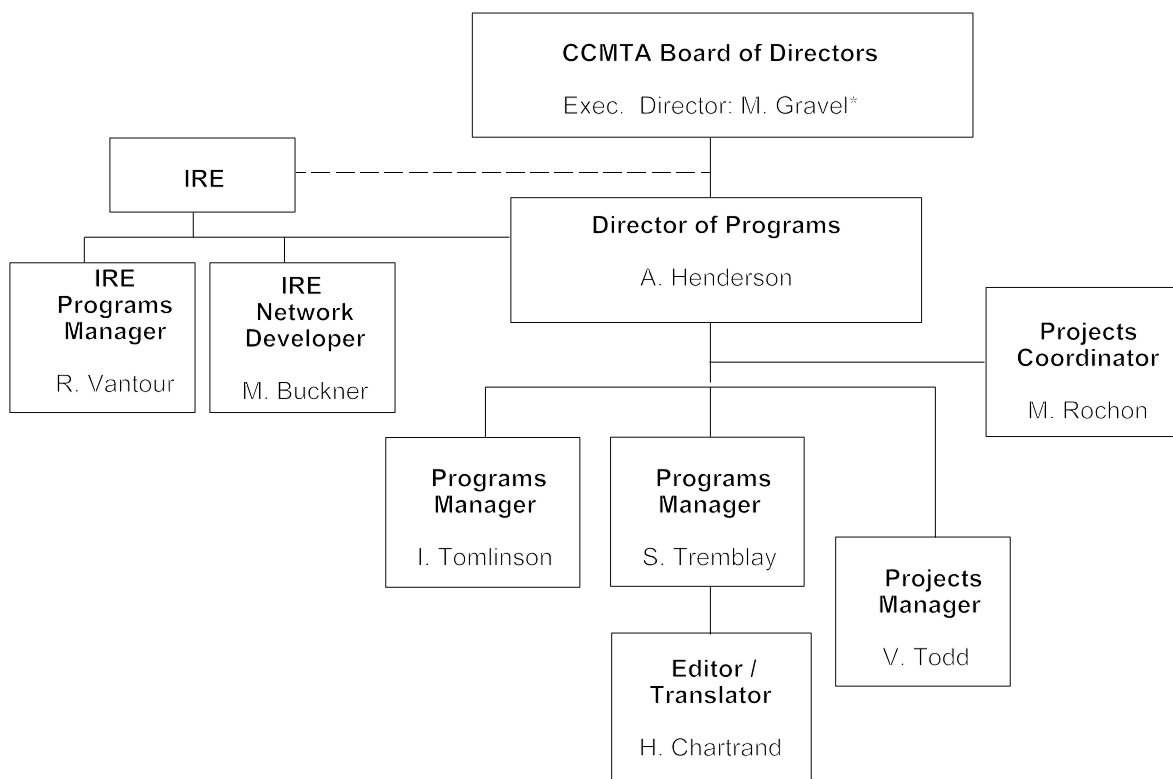
Standing Committee on Drivers and Vehicles (D&V)

- Canadian Driver Licence Agreement (CDLA) Implementation Project Group
- CCMTA / Statistics Canada Joint Working Group
- Canadian International Registration Plan (IRP) Managers
- Code W - Canada/U.S. Medical Reciprocity Project Group
- Commercial Driver Licensing Standards Project Group
- Driver Fitness Overview Group (DFOG)
- Medical Standards Working Group
- Driver Remedial Programs and Alcohol Interlock Reciprocity Project Group
- Human Factors in Motor Carrier Safety Task Force
- Identification Management & Security Project Group
- Vehicle Strategy Overview Group (VSOG)

Standing Committee on Road Safety Research and Policies (RSRP)

- Human Factors in Motor Carrier Safety Task Force
- Motor Vehicle Advertising Standards Project Group
- National Collision Data (NCD) Task Force
- National Occupant Restraint Program (NORP) 2010 Task Force
- Research Task Force
- Road Safety Vision (RSV) 2010 Task Force
- Speed and Intersection Safety Management (SISM) Task Force
- Strategy to Reduce Impaired Driving (STRID) 2010 Task Force
- Vulnerable Road Users Task Force
- Zero BAC for Young and/or Novice Drivers Working Group

TABLE 4. Secretariat Organizational Chart



* Joint responsibilities: 16% of time devoted to CCMTA activities, 84% to Transportation Association of Canada (TAC) activities.

STRATEGIC PLAN

II. STRATEGIC PLAN

Vision

CCMTA's vision is to have the safest and most efficient movement of people and goods by road in the world.

Mission

CCMTA's mission is to provide a national forum for development of public policy and programs for road safety and driver and vehicle licensing.

Accountability

CCMTA is accountable to and makes recommendations to the Councils of Deputy Ministers and Ministers Responsible for Transportation and Highway Safety. The Council of Ministers has the responsibility for program/project implementation decisions with CCMTA being responsible to carry out its direction.

Values

CCMTA adheres to the following values as guiding principles for its daily business conduct and activities:

- Work in a collaborative and participatory manner with all stakeholders and customers, promoting and supporting a team environment;
- Conduct activities in the best interest of the public;
- Provide responsive, quality and value-added services;
- Communicate openly and honestly; and
- Respect all those involved and value their contributions.

Strategic Goals and Objectives

1) Enhance Programming by...

- a) Adopting a broader view of problems and issues that cut across all sectors;
- b) Expanding research integrating industry practice and expertise;
- c) Ensuring effective priority setting and improving measures for prevention and detection of problems; and
- d) Continually reviewing program relevance and effectiveness.

These goals lead to more effective comprehensive solutions to issues and problems, more accurate and current knowledge, improved resource utilization and more timely completion of projects.

2) Expand Outreach by...

- a) Raising the profile of Road Safety Vision 2010;
- b) Improving communication and linkages with police and law enforcement agencies;
- c) Pursuing harmonization with the U.S., Mexico and Europe;
- d) Implementing strategies to enhance stakeholder participation; and
- e) Pursuing advocacy positions and strategies.

These goals result in increased buy-in and improved enforcement of regulations, transportation simplification and efficiencies, improved partnerships, and increased public understanding and support of CCMTA programs.

3) Develop the CCMTA organization by...

- a) Developing the staff and volunteer skill base;
- b) Evaluating the organizational structure to achieve CCMTA's goals;
- c) Increasing opportunities for revenue generation through IRE and other sources;
- d) Exchanging program knowledge, experience and resources with other member jurisdictions; and
- e) Leveraging the use of technology.

These goals lead to increased motivation and productivity, greater integration of efforts, better alignment of resources and enhanced governance effectiveness.

2008-09 ACCOMPLISHMENTS

III. 2008-09 ACCOMPLISHMENTS

<i>Project/Initiative</i>	<i>Accomplishment</i>
<u><i>Commercial Transport Issues</i></u>	
<i>Cargo Securement</i>	<p>Ensured consistent and coordinated interpretation and application of standard across Canada.</p> <p>Completed first phase of research project into cargo securement in closed vans and sided vehicles.</p> <p>Continued bilateral work with FMCSA to maintain the model regulations up to date and ensure further and continued consistency between Canadian and U.S. requirements.</p>
<i>Canada/U.S. Safety Rating Reciprocity</i>	<p>Signed motor carrier safety rating reciprocity agreement with FMCSA supporting reciprocal treatment of Canadian and U.S. motor carriers through data exchange.</p>
<i>Commercial Vehicle Collision Reporting</i>	<p>Agreed to move towards a tow-away criteria –as opposed to historical \$1,000 monetary threshold– as a way of exempting low-level, property-damage-only (PDO) collisions from being pointed on carrier profile.</p>
<i>Dangerous Goods</i>	<p>Monitored proposed amendments to the federal TDG Clear Language Act and Regulations.</p>
<i>Jurisdictional Panel on (Intraprovincial) HoS Alternatives</i>	<p>Created a new group to assess requests for special allowances under provincial/territorial regulations with a view to fostering interprovincial harmonization and minimizing disparities between provincial frameworks.</p>

2008-09 ACCOMPLISHMENTS

<i>NSC Funding</i>	Prepared a report on the history, current status and options for NSC funding, for submission to the Council of Deputy Ministers.
<i>NSC Standards Monitoring</i>	Created a new permanent overview group to oversee National Safety Code standards dealing with motor carrier management and operations (NSC 7, 9-15) to ensure they remain relevant, up to date and reflective of present regulatory and operational environment; agreed on a rotational schedule of review.
<i>Roadside Enforcement Officer Training</i>	Conducted annual update of the North American Standard Inspection (NASI) and Motorcoach courses; delivered NASI Developer and Evaluator Certification training to meet jurisdictional needs.
<i>Roadside Out-of-Service Criteria</i>	Reviewed the OOS criteria as required and assisted in the annual update through CVSA International.
<i>Reduce Brake Out-of-Service Rate</i>	Assisted CVSA International in planning and delivering Operation Air Brake 2008 (unannounced May Brake Check Day and September Brake Safety Week).
<i>Roadcheck</i>	Planned and delivered Roadcheck 2008 and issued news release.
<i>Trip Inspection</i>	Completed review of new standard, clarifying outstanding interpretation and application issues (including policy issue related to schedule customization/modification).
<i>U.S. Rulemaking</i>	Monitored and assessed the impact of U.S. rulemaking on Canadian policies and programs.

2008-09 ACCOMPLISHMENTS

Driver & Vehicle Issues

Air Bags

Monitored developments regarding new technology relating to the recycling of air bags, air bag system components and restraint system components.

Aging Driver

Completed the Aging Driver Strategy.

Initiated first annual survey of jurisdictions on the Aging Driver Strategy and jurisdictional activities.

Alcohol Interlock Reciprocity

Identified issues related to an interlock program for drivers who relocate either (i) while prohibited or (ii) while part of an interlock program and other gaps between jurisdictional programs.

Developed a viable solution with an alcohol interlock reciprocity agreement and best practices information package.

Anti Auto-Theft

Provided a forum for jurisdictions and stakeholders to exchange information on vehicle theft.

Canadian Driver Licence Agreement (CDLA)

Developed and maintained an entry and implementation schedule and plan for jurisdictions for CDLA entry.

Completed a draft CDLA Administrative Guide to aid with the implementation of CDLA.

Provided monthly calls to address solutions to operational issues.

Completed evaluation of jurisdictional entry requirements (Gap Analysis).

Reviewed documents contained on the Verifiable Resource List (AVRL)

Evaluated new documents and revised and updated the AVRL.

2008-09 ACCOMPLISHMENTS

<i>Commercial Driver Licensing</i>	<p>Supported CTHRC's "Closing the Gap" study and initiatives that address commercial driver shortages by providing the necessary information to enable the review of testing and licensing in all Canadian jurisdictions against industry-developed entry level competencies.</p>
<i>Driver Fitness Standards</i>	<p>Reviewed and updated the CCMTA Medical Standards.</p> <p>Developed a work plan to address the implementation of Code W by 2012.</p>
<i>Foreign Driver Licence Exchange/Reciprocity</i>	<p>Provided annual update on foreign driver licence exchange status.</p> <p>Developed MoU and template for DL reciprocity with Australian states and territories.</p>
<i>Fraudulent Document Recognition Training</i>	<p>Evaluated and developed CBSA training option as an alternative to discontinued AAMVA training.</p>
<i>Low Speed Vehicles</i>	<p>Prepared two reports on low speed vehicles dealing with pilot projects, public awareness, etc. for submission to the Council of Deputy Ministers.</p>
<i>IRP/CAVR</i>	<p>Monitored initiatives relating to IRP/CAVR, specifically items relating to long-term rental vehicles.</p>
<i>NVIS Issues</i>	<p>Monitored the implementation of the revised NVIS and the partial electronic NVIS standard and provided implementation liaison with government and industry.</p>
<i>Vehicle Inspection Issues</i>	<p>Issued an RFP for a Vehicle Classification Model software and forum to address emerging vehicle types.</p>

2008-09 ACCOMPLISHMENTS

Road Safety Issues

Engineering and Research Support Committee (ERSC)

Instituted a working relationship between the Council of Deputy Ministers' ERSC and the RSRP Committees.

Human Factors in Motor Carrier Safety

Developed a terms of reference for a Human Factors in Motor Carrier Safety Task Force.

Competed on-line survey to government, industry associations and motor carriers with the goal of assessing current interventions aimed at driver behaviours.

National Collision Data

Worked with jurisdictions to implement "tow-away" to describe the level of vehicle damage severity and the NCS/U.S. DOT number on collision reporting forms.

Workshop held on Electronic Data Collection (EDC) for NCD Task Force members and police representatives to educate them on available EDC systems that meet proposed jurisdictional business requirements.

Completed a jurisdictional survey of fatality estimates based on a proposed Canadian definition of a fatality.

Completed an environmental scan study regarding the implementation of electronic data collection.

Developed options for modifying the collision reporting threshold.

Completed workbook to assist jurisdictions in assessing their business requirements regarding electronic data capture.

Monitored implementation of the NCDB2.

2008-09 ACCOMPLISHMENTS

Motor Vehicle Advertising Standards

Developed a terms of reference for a Motor Vehicle Advertising Standards Project Group.

Developed a draft Motor Vehicle Advertising Standard.

National Occupant Restraint Program (NORP) 2010

Produced annual 2008 NORP Monitoring Report.

Surveyed jurisdictions on their seat belt legislation for motor coach-type vehicles.

Research Task Force

Developed a terms of reference and business case for a Canadian Naturalistic Driving Study and submitted it to the Council of Deputy Ministers Responsible for Transportation and Highway Safety.

Road Safety Vision 2010

Submitted briefing notes on RSV 2010 and a successor plan to the Council of Ministers and Deputy Ministers Responsible for Transportation and Highway Safety in April 2008 and September 2008, respectively.

Held a government workshop to develop a framework for a successor plan to RSV 2010.

Held a national government and industry Road Safety Forum in October 2008.

Conducted an on-line road safety questionnaire on elements for a successor plan to RSV 2010.

RSV 2010 Communications

Participated and supported the first annual National Remembrance Day for Road Crash Victims.

Completed the 2008 Calendar of Road Safety Events.

Speed and Intersection Safety Management

Completed the annual 2008 SISIM Monitoring Report.

2008-09 ACCOMPLISHMENTS

Strategic Highway Research Program 2 (SHRP2)

Annual updating of SHRP2 activities.

Strategy to Reduce Impaired Driving (STRID) 2010

Produced annual STRID 2008 Monitoring Report.

Developed new technical standard for vehicular breath alcohol ignition interlock devices, as well as guidelines for implementation of an ignition interlock program.

Prepared CCMTA position paper on impaired driving for HoC Committee on Justice and Human Rights, February 2008.

Completed final Alcohol-Crash Report in Canada: 2006.

STRID Distraction Sub-Group

Conducted jurisdictional scan of information in driver handbooks devoted to distraction and related topics.

Completed bibliography and literature review on current and emerging technology that have the potential of causing driver distraction.

STRID Fatigue Sub-Group

Issued an educational and awareness press release in June 2008.

Completed Fatigue Monitoring Report, May 2008.

Vulnerable Road Users

Completed jurisdictional survey on helmet safety standards/regulations for motorcycles and cyclists.

Completed strategy in December 2008.

General

Associate Membership

Promotion/retention of members/dissemination of information/partnerships.

2009-10 OPERATIONAL PLAN

General Secretariat Activities

Annual Meeting, international and national liaison, translation, budget, general inquiries, committee support, one-way rental vehicle allocation, information dissemination, mail and e-mail lists, agendas/records of decisions, briefing notes, speeches, conference calls, contracts and maintained and updated website with current information.

Publications

Published the following:

- *CCMTA News* (bi-annually)
- *2009 CCMTA Directory*
- *2009/2010 Business Plan*
- *2009 Overview and Terms of Reference Manual*

2009-10 OPERATIONAL PLAN

IV. 2009-10 OPERATIONAL PLAN

CCMTA is responsible for a number of issues which can be categorized as follows:

- A. Driver Licensing and Management**
- B. Vehicle Registration and Management**
- C. Highway Safety Coordination and Promotion**
- D. Canadian Motor Carrier Management**
- E. Electronic Data Exchange (IRE Network)**
- F. International Issues**
- G. CCMTA Secretariat Services**

Key initiatives have been identified under each of the above main headings and the following includes the objective(s), deliverable(s) and timeline(s) for each initiative:

A. Driver Licensing and Management

A.1 Aging Driver

Objective(s): To carry out an annual survey of jurisdictions on the 2008 Aging Driver Strategy and jurisdictional activities.

Deliverable(s): Annual report on aging driver activities by jurisdiction

Timeline(s): December 2009 (annually)

A.2 Driver Remedial Programs and Alcohol Interlock Reciprocity

Objective(s): To develop a program to manage drivers who relocate either (i) while prohibited or (ii) while part of an interlock program and other gaps between jurisdictional programs.

Deliverable(s): To provide supporting documentation and background information to the Alcohol Interlock Reciprocity Agreement approved by the CCMTA Board in May 2009.

Timeline(s): December 2009

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A.3 Canadian Driver Licence Agreement (CDLA) Implementation

Objective(s): To manage implementation of the CDLA which promotes highway safety through the one driver/one record concept, ensuring drivers are held accountable for their driving actions regardless of the location of the offence in Canada and provides requirements for identity and security in the issuance of driver licences.

Deliverable(s): The implementation of the CDLA by (i) managing the entry of jurisdictions into the CDLA, (ii) addressing implementation and operation issues, (iii) developing and maintaining an implementation schedule, and updating and maintaining an Administrative Guide, and (iv) reviewing documents contained on the Verifiable Resource List (AVRL), evaluating new documents and revising the AVRL accordingly.

Timeline(s): December 2009/May 2010

A.4 Commercial Driver Licensing Standards (NSC Standards 1-4 Review)

Objective(s): To evaluate and make recommendations for enhancements to NSC Standards 1 to 4.

Deliverable(s): Support the Canadian Trucking Human Resources Council (CTHRC) "Closing the Gap" initiative and evaluate the CTHRC recommendations published in April 2009 to determine if they are suitable for inclusion as minimum standards in the CCMTA NSC Standards.

Timeline(s): December 2009

A.5 Canadian Driver Licensing System

Objective(s): To maintain ongoing compatibility and equivalency of licence classifications for reciprocal recognition of driver licences between Canadian provinces and territories.

Deliverable(s): Reciprocal licence recognition among Canadian jurisdictions.

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Timeline(s): Ad hoc

A.6 Driver Fitness Standards Review

Objective(s): To carry out medical standards review, with attention to risk, compensation, accommodation, functional focus and assessment. To review and update existing standards and to recommend new standards to produce uniform medical guidelines to be used by administrators in assessing a person's medical fitness to operate a motor vehicle.

Deliverable(s): Updated CCMTA Medical Standards

Timeline(s): Ad hoc

A.7 Foreign Driver Licence Reciprocity Review

Objective(s): To provide an annual update on foreign driver licence exchange status and a bi-annual review of U.S. driver licence exchange status. To develop a resource area on the CCMTA website for jurisdictions on FDL arrangements.

Deliverable(s): Report/Recommendations.

Timeline(s): May 2010 (annually)

A.8 Identification Management and Fraudulent Document Training Recognition (FDRT)

Objective(s): To monitor standards development regarding identification clients pertaining to multiple technologies and emerging technologies; to act as a liaison for CCMTA on items relating to Identification Management and Security with external agencies and to address security relating to Canada (CBSA) - U.S. (DHS, WHTI) issues as they relate to Real ID, CDLA and EDLs. To ensure FDRT materials and contact information remain current. Provide appropriate training courses in Canada. Develop FDRT for vehicle issues for the Anti Auto-Theft Project Group, using the AAMVA VDEC as a model.

Deliverable(s): Identification management work has been placed in abeyance while a review of all driver licence security-related items is

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carried out. FDRT-revised training materials, courses and report/recommendations.

Timeline(s): May 2010

A.9 Unique Identifier (Code W)

Objective(s): To implement a unique identifier “Code W” for Canada. On December 30, 1998, Canada and the U.S. signed reciprocity letters on medical fitness requirements for operators of commercial motor vehicles. By virtue of the agreement, the two countries’ medical standards are deemed equivalent with the exception of the requirements regarding (Cdn) (i) insulin-dependent diabetic drivers, (ii) hearing-impaired drivers, (iii) drivers with epilepsy and (iv) drivers operating under a medical waiver or under medical *grandfather rights* who are prohibited from operating in international commerce. The two countries agreed to a unique identifier code to be displayed on the licence and the driving record to identify a commercial driver who is not qualified or disqualified from operating a commercial vehicle in the other country.

Deliverable(s): (i) Brief and educate DFOG and D&V on the history and current requirements for Code W, (ii) review Canadian industry request for Code W on a commercial driver’s licence and develop a provincial/territorial position, (iii) establish a provincial/territorial work plan — including target dates — for the implementation of Code W, based on the Canadian industry and U.S. requirements, (iv) monitor jurisdictional implementation and identify options/solutions to any implementation issues; and (v) monitor developments in the U.S. and bring forward any issues.

Timeline(s): January 2012

B. Vehicle Registration and Management

B.1 Air bags

Objective(s): Carry out annual review of emerging technologies relating to air bag systems.

Deliverable(s): Recommendations.

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Timeline(s): May 2010 (annually)

B.2 Anti Auto-Theft

Objective(s): To provide a forum for the exchange of information and expertise through the CCMTA Standing Committee on Drivers and Vehicles.

Deliverable(s): Recommendations.

Timeline(s): November 2009/May 2010 (bi-annually)

B.3 CCMTA/Statistics Canada Joint Working Group

Objective(s): To provide an opportunity for Canadian jurisdictions and Statistics Canada to caucus on issues of mutual interest and specifically to address issues related to new data usage, new data products, joint publishing and information dissemination, the management of the processes and procedures related to agreement revisions and access of information requests for vehicle data. To act as a resource group to provide information to jurisdictions and CCMTA with respect to the Canadian vehicle data.

Deliverable(s): Recommendations on processes and procedures and data requests relating to the Canadian Vehicle Survey.

Timeline(s): Ad hoc

B.4 Canadian IRP Managers

Objective(s): Ongoing management review of Canadian issues on IRP. To resolve ongoing problems arising from the operation of CAVR or IRP in Canada.

Deliverable(s): Recommendations

Timeline(s): Ad hoc

B.5 Exhaust Noise

Objective(s): To establish a national testing procedure and standards for various vehicle types to measure excessive exhaust noise by

2009-10 OPERATIONAL PLAN

evaluating the 2009 Motorcycle & Moped Industry Council's standard as a possible tool for use by jurisdictions.

Deliverable(s): Guidelines/Best Practices Document.

Timeline(s): TBD

B.6 New Vehicle Information Statement (NVIS)

Objective(s): To monitor the implementation of the revised NVIS and the partial electronic NVIS standard and provide liaison with government and industry.

Deliverable(s): Recommendation for improved NVIS process and procedures.

Timelines(s): Ad hoc

B.7 Passenger Vehicle Inspection Issues

Objective(s): To address a number of national issues relating to passenger vehicle inspection and road safety, including (i) a review of the 15-year-old threshold for imported vehicles, (ii) an evaluation of road safety issues relating to excessively raised vehicles, and (iii) measurement of excessive vehicle exhaust noise.

Deliverable(s): (i) Report/Recommendations, (ii) Best Practices Guide, and (iii) Model Law.

Timeline(s): May 2010

B.8 Stolen and Wrecked Vehicle Monitoring Program

Objective(s): To complete a review of the 1994 Stolen and Wrecked Vehicle Monitoring Program by determining (i) current compliance, (ii) required updates, and (iii) harmonization opportunities with the U.S.

Deliverable(s): Updated agreement

Timeline(s): May 2010

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B.9 Unusual and Emerging Vehicles

Objective(s): To obtain and share information on the many new and unusual vehicles entering the Canadian market. To categorize these vehicles according to existing laws and regulations. To establish guidelines with respect to conditions for operating the vehicle, vehicle registration and licence requirements.

Deliverable(s): Guidelines/Best Practices Documents on (i) Low Speed Vehicles, (ii) Right Hand Drive Vehicles, (iii) Personal Mobility Vehicles

Timeline(s): December 2009

C. Highway Safety Coordination and Promotion

C.1 Exchange of New Safety Initiatives

Objective(s): To exchange information on initiatives among jurisdictions.

Deliverable(s): An inventory of road safety initiatives by subject matter (e.g.: legislation, education, policy, programs).

Timeline(s): Fall 2009 (annually)

C.2 Human Factors in Motor Carrier Safety

Objective(s): Conduct an in-depth assessment of human factors associated with commercial vehicle crashes and of the most efficient interventions addressing these issues. Development of a strategy addressing human factors for light and heavy vehicle drivers.

Deliverable(s): Strategy to address human factors in commercial motor vehicle collisions.

Timeline(s): Fall 2010

C.3 National Collision Data

Objective(s): To monitor implementation of the NCDB2 and to develop recommended standards related to the collection of collision data across Canada. To develop model methodologies to allow for jurisdictional comparisons and best practices pertaining to electronic data collection. To recommend harmonized analytical data standards.

To increase awareness activities on the importance of collecting collision data.

Deliverable(s):

- assist jurisdictions in the implementation of electronic data collection
- monitor implementation of vehicle damage severity and NSC/DOT number on collision report forms
- monitor jurisdictions' ability to identify HRDs as per the approved definition of a High-Risk Driver (HRD).
- update the "cost of collisions" study for 2005-06-07
- complete a study on the relevance of new or poorly populated NCDB2 data elements

Timeline(s): Spring 2010 and annually

C.4 Motor Vehicle Advertising Standards

Objective(s): To develop, publish and endorse guidelines for auto advertising that comply with the letter and spirit of provincial/territorial highway legislation while recognizing the right of motor vehicle advertisers to distribute and publicize their product. Develop a strategy and plan to encourage motor vehicle manufacturers and distributors, and if possible, other motorized vehicle advertisers, to participate in a self-regulatory process and to make a public commitment to comply with the guidelines.

Deliverable(s): Development of a public communications strategy on the new automobile advertising guidelines.

Timeline(s): Fall 2009

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C.5 National Occupant Restraint Program 2010 (NORP)

Objective(s): To achieve and maintain 95% seat belt wearing rate for all occupants and proper use of child safety seats by 2010. To achieve a 40% reduction in the number of unbelted fatally and seriously injured vehicle occupants.

Deliverable(s):

- strategies on special populations
- conduct 2009 annual seat belt survey
- annual monitoring report
- monitor results of TC crash test of motor coaches equipped with seat belts

Timeline(s): Spring 2010

C.6 Road Safety Research

Objective(s): As required, to develop a detailed work plan for research problem statements submitted to and approved by the Standing Committee on Road Safety Research and Policies; and, as required, promote partnerships for collaborative road safety research.

Deliverable(s): A survey of jurisdictions to determine their top research needs.

Timeline(s): Spring 2010, Ad hoc

C.7 Road Safety Vision 2010 (RSV)

Objective(s): To make Canada's roads the safest in the world by 2010.

Deliverable(s): An annual report outlining progress on sub-target objectives and oversee target and annual progress report for the Council of Deputy Ministers Responsible for Transportation and Highway Safety. Develop a successor plan to RSV 2010.

Timeline(s): Fall 2009 (annually); Spring 2010 (annually)

C.8 Speed and Intersection Safety Management

Objective(s): To achieve a 20% reduction in the number of road users killed or seriously injured in speed- and intersection-related crashes by 2010.

Deliverable(s): Annual monitoring report.

Timeline(s): May 2010 (annually)

C.9 Strategy to Reduce Impaired Driving 2010 (STRID)

Objective(s): To achieve a 40% decrease in the percentage of road users fatally or seriously injured in crashes involving alcohol. Reduce the number of collisions caused by driver impairment through drugs, fatigue and distraction.

Deliverable(s):

- policy and legislative initiatives
- communication strategies among agencies
- research and evaluation
- annual monitoring report

Timeline(s): May 2010 (annually)

C.10 Vulnerable Road Users

Objective(s): To achieve a 30% decrease in the percentage of pedestrians, motorcyclists and cyclists killed or seriously injured.

Deliverable(s): Develop specific prioritized work plans and timelines for the three key vulnerable road user groups: pedestrians, motorcyclists and cyclists.

Timeline(s): May 2010

2009-10 OPERATIONAL PLAN

D. Canadian Motor Carrier Management

D.1 CVSA Education Quality Assurance Team (EQAT)

Objective(s): Continue to monitor and deliver the North American Standard Inspection Course (NASI) program within Canadian jurisdictions. Oversee Canadian enforcement officer and developer/evaluator training issues, review existing training materials and facilitate the development of new training programs as needed.

Deliverable(s): Ongoing delivery of quality CVSA training programs and materials within Canadian jurisdictions.

Timeline(s): Ongoing

D.2 CVSA Operation Air Brake

Objective(s): Assist in the planning and delivery of the annual North American Operation Air Brake campaign — a comprehensive plan to lower the out-of-service rate for commercial vehicle brake problems in Canada.

Deliverable(s): Comprehensive educational and enforcement campaign to promote commercial vehicle brake safety.

Timeline(s): Two events per year (May Brake Check Day, September Brake Safety Week)

D.3 CVSA Roadcheck

Objective(s): Conduct on an annual basis a publicized 72- or 48-hour roadside inspection blitz which measures inter-jurisdictional compliance with the CVSA out-of-service criteria across Canada and North America. Roadcheck is one of a series of roadside enforcement activities that occurs year-round, and acts as an awareness initiative promoting commercial vehicle safety.

Deliverable(s): News release/report on results and trends.

Timeline(s): First week of June annually

D.4 Canada/U.S. Safety Rating Reciprocity

Objective(s): Monitor implementation of the September 2008 Canada/U.S. safety rating reciprocity agreement between CCMTA jurisdictions and FMCSA.

Deliverable(s): Reciprocal treatment of Canadian and U.S. motor carriers through data exchange & safety rating reciprocity between FMCSA and all Canadian jurisdictions.

Timeline(s): Fall 2010

D.5 Canadian Cargo Securement Coordination

Objective(s): Ensure consistent and coordinated interpretation of NSC 10 within Canada; foster consensus on issues and proposals on the Canada/U.S. agenda.

Deliverable(s): Uniform cross-Canada application of cargo securement rule; Canadian positions in pursuit of Canada/U.S. regulatory agenda.

Timeline(s): Ongoing

D.6 Cargo Securement Research

Objective(s): Pursue research project into cargo securement in closed vans and trucks.

Deliverable(s): Standards/guidelines on the securement of cargo in closed vans and sided vehicles.

Timeline(s): Spring 2010

D.7 Commercial Vehicle Collision Reporting

Objectives(s): Implement the new definition of property damage-only (PDO) collisions under the carrier profile.

Deliverable(s): Adoption of the tow-away criteria in lieu of the \$1,000 monetary threshold for the purpose of pointing PDO collisions on the carrier profile.

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Timeline(s): Ad hoc (at jurisdictions' discretion, with ultimate goal of moving to tow-away criteria in all provinces/territories)

D.8 Commercial Vehicle Inspection Standards

Objective(s): Ongoing monitoring of the NSC's Periodic Motor Vehicle Inspection (PMVI) and maintenance requirements (NSC Standard 11) to keep pace with new vehicle technologies and enhance the standards as needed.

Deliverable(s): Update of PMVI standards.

Timeline(s): Ad hoc

D.9 Dangerous Goods Legislation and Programs

Objective(s): Review and monitor proposed amendments to the Federal TDG Regulations.

Deliverable(s): Streamlined rules to facilitate carrier compliance and improve highway safety.

Timeline(s): Ongoing

D.10 Electronic On-Board Recorders

Objective(s): Investigate the development of a national standard for EOBR use.

Deliverable(s): National standard addressing key judicial, operational and enforcement issues related to e-log books; enhanced compliance with hours of service regulations.

Timeline(s): Fall 2010

D.11 FMCSA/CCMTA Cargo Securement Regulatory Harmonization Coordination Committee

Objective(s): Provide a mechanism to pursue harmonized cargo securement requirements between Canada and the U.S. and further consistency in the application and interpretation of the rules in both countries.

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Deliverable(s): Action plans to address and resolve regulatory differences and divergent enforcement policies, leading to improved consistency of cargo securement requirements in both countries.

Timeline(s): Ongoing

D.12 Hours of Service Interpretation

Objective(s): Ensure consistent and coordinated interpretation of the federal HoS regulatory requirements.

Deliverable(s): Consistent interpretation and application of the HoS Regulations across the country through update of Application Guide.

Timeline(s): TBD

D.13 Hours of Service Jurisdictional Alternatives

Objectives(s): Given the potential domino effect associated with the granting of special sector HoS allowances, assess requests for relief with a view to promoting a harmonized approach to regulating motor carriers that fall exclusively under provincial/territorial jurisdiction.

Deliverable(s): Recommendations intended to foster interprovincial harmonization and minimize disparities between provincial frameworks.

Timeline(s): Ad hoc

D.14 Hours of Service Regulatory Amendments

Objective(s): Assist Transport in correcting technical errors and completing regulatory/policy fixes in federal regulations identified as part of the implementation process and development of the Application Guide.

Deliverable(s): HoS regulatory amendments.

Timeline(s): TBD

2009-10 OPERATIONAL PLAN

D.15 NSC Standards Review

Objectives(s): Monitor and review NSC standards related to commercial vehicles to ensure they remain relevant, up to date and reflective of present regulatory and operational environment.

Deliverable(s): Recommended updates to NSC standards.

Timeline(s): Ongoing (on rotation as per agreed schedule; NSC 9 HoS: fall 2010)

D.16 Operation Safe Driver

Objectives(s): Foster and assist in implementation of the OSD campaign across the country (through assistance from the police community).

Deliverable(s): Outreach awareness and enforcement initiatives aimed at improving car/truck interaction and educating the motoring public about safe operation around commercial motor vehicles.

Timeline(s): Annually (October 18-24, 2009)

D.17 Trip Inspection Standard

Objective(s): Monitor implementation of new NSC Trip Inspection standard across Canadian jurisdictions, resolve potential application issues and provide enforcement guidance to foster uniformity.

Deliverable(s): Cross-Canada implementation of revised Trip Inspection standard.

Timeline(s): Spring 2010 (TBD)

D.18 Trip Inspection Brake Monitoring Technology

Objective(s): In light of the adoption of the two-stage inspection protocol for motor coaches, investigate emerging in-cab brake monitoring technology for motor coaches and low-riding trailers.

Deliverable(s): Recommendation on step as to the mandating of push rod travel indicator technology, overall motor coach brake fitness.

Timeline(s): Spring 2010

E. Electronic Data Exchange (IRE Network)

E.1 Carrier Data Exchange

Objective(s): Maintain software and procedures for exchanging motor carrier inspection, accident and conviction data between Canadian jurisdictions and FMCSA in the United States.

Deliverable(s): Network access to the CDE server for jurisdictions to send inspection, accident and conviction records for out-of-province commercial carriers to the base plate jurisdiction.

Timeline(s): Fall 2010

E.2 Carrier Snapshot Exchange

Objective(s): Maintain access to a central database of safety rating/snapshot of all Canadian interjurisdictional carriers using data provided by the jurisdictions.

Deliverable(s): Web-based access to authorized users to view motor carrier safety ratings.

Timeline(s): Fall 2009

E.3 Data Exchange to Support National Licensing, Registration and Carrier Management Policies and Practices

Objective(s): To maintain the standardized computer applications that allow jurisdictional users to exchange driver, vehicle and motor carrier information with any other jurisdiction in Canada.

Deliverable(s): Network access for all Canadian jurisdictions to allow users to:

- assess validity of licence and eligibility of the applicant upon relocation from one Canadian jurisdiction to another

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- exchange of driver profiles to support the one driver/one licence concept
- exchange of current vehicle registration information and vehicle status
- receipt of a notification of when a driver or vehicle has relocated (close out)
- exchange of out-of-jurisdiction CVSA inspection incidents, commercial vehicle accidents and commercial driver convictions

Timeline(s): Ongoing

F. International Issues

F.1 Commercial Vehicle Safety Alliance (CVSA)

Objective(s): To develop a Canadian consensus on Commercial Vehicle Safety Alliance issues, activities, policies and programs. To ensure continued Canadian participation in the North American roadside enforcement alliance. To develop new out-of-service criteria as required.

Deliverable(s): Consistent enforcement relating to commercial vehicles among Canadian jurisdictions and the U.S.

Timeline(s): Ongoing

F.2 North American Initiatives

Objective(s): To develop Canadian positions on the various issues being discussed on a North American basis related to drivers, vehicles and carriers.

Deliverable(s): Put forward the Canadian position on behalf of the provinces/territories.

Timeline(s): Ad hoc

F.3 U.S. Motor Carrier Regulations

Objective(s): To review and analyze U.S. motor carrier safety regulatory initiatives for impact on Canadian jurisdictional policies and programs and Canadian carriers.

Deliverable(s): Canadian position aimed at resolving impediments to Canadian truck and bus companies operating in the U.S.

Timeline(s): Ad hoc

G. CCMTA Secretariat Services

G.1 Annual Meeting

Objective(s): To provide and organize a national forum for all Standing Committees and the Board of Directors, as well as industry stakeholders to meet as part of a single event.

Deliverable(s): Business sessions and networking opportunities.

Timeline(s): Annually

G.2 Associate Membership

Objective(s): To provide non-governmental organizations, other government agencies, private organizations and individuals who have an interest in motor vehicle transportation and highway safety with an opportunity to fully participate in CCMTA. Functions include promotion of the organization, recruitment and retention of associate members and products/services/events to help foster a common degree of universality, practicality and efficiency in the world of road transportation and highway safety promotion and coordination.

Deliverable(s): Full partnership with the private sector and other highway transportation-related organizations.

Timeline(s): Ongoing

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G.3 Committee Support

Objective(s): To centrally coordinate all committee activities, including meeting room logistics, notices of meetings, agendas, records of decisions, research/analysis/memos, report writing, distribution of material, general inquiries and Secretariat support.

Deliverable(s): Effective meeting support and an informed membership.

Timeline(s): Ongoing

G.4 International Liaison

Objective(s): To coordinate activities at the national level for AAMVA, NAFTA and CVSA.

Deliverable(s): A national approach.

Timeline(s): Ad hoc

G.5 IRE Network Applications Management

Objective(s): To provide those functions associated with the ongoing management and coordination of the network, including forward planning (strategy), implementation of new products/services, the purchase of hardware and software, technical direction and implementation of technical solutions, technical advice and assistance to the jurisdictions, development of standard specifications for applications, applications development, testing and troubleshooting.

Deliverable(s): A functional up-to-date and well maintained network.

Timeline(s): Ad hoc

G.6 IRE Network Operations

Objective(s): To provide for all functions which support the day-to-day operation of the IRE Network: facilities management, communication lines, equipment, and hardware/software maintenance.

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Deliverable(s): A computer network used by all provinces and territories to verify out-of-province driver and vehicle information.

Timeline(s): Ongoing

G.7 IRE Third-Party Products

Objective(s): To allow approved third-party organizations the ability to obtain driver and vehicle information in an electronic format from multiple jurisdictions.

Deliverable(s): Written agreements that provide the approved third-party with either a connection or Secretariat service that:

- allows access to data only from jurisdictions participating in the specific service; minimizes or eliminates the development and implementation requirements for a jurisdiction
- generates sufficient revenue to cover ongoing operational costs for the service.

Timeline(s): Ad hoc

G.8 One-Way Rental Allocation

Objective(s): To provide for coordinated interprovincial registration of one-way rental vehicle fleets.

Deliverable(s): Ongoing management of the system of apportionment of vehicles of one-way rental fleets operating in more than one Canadian jurisdiction, including processing of carrier requests and calculation of allocations, which are communicated to individual jurisdictions and carriers.

Timeline(s): Ad hoc

G.9 Other Activities of the Secretariat

- budget development/control/reconciliation
- translation and editing
- staff meetings
- maintaining mailing lists
- staff development
- general inquiries

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- filing
- document reproduction
- typesetting, layout and design of documents
- contracts
- CCMTA website

G.10 Publications

Objective(s): To provide the highway transportation industry, including CCMTA government members, associate members and the general public, with developments in highway transportation policy and matters of public interest relating to driver and vehicle licensing, motor carrier management and enforcement, and highway safety coordination and promotion.

Deliverable(s): CCMTA publications:

- CCMTA Annual Directory
- *CCMTA News / Nouvelles du CCATM* (bi-annual)
- CCMTA Annual Overview and Terms of Reference Manual
- CCMTA Annual Business Plan
- National Safety Code (NSC) for Motor Carriers
- Commercial Vehicle Inspections in Canada
- Periodic Commercial Motor Vehicle Inspections (PMVI)
- Annual Road Safety Vision 2010 Pamphlet
- Annual Canadian Collision Statistics Pamphlet
- A Series of 19 Research Reports and 2 DVDs on Specific Aspects of Load Security
- Cargo Securement Training Program Manuals
 - Instructor's Manual
 - Instructor's Slides
 - Participant's Guide
 - Driver's Handbook
- Hours of Service Application Guide

Timeline(s): Ad hoc

G.11 Vehicle Safety Recall Service

Objective(s): To provide a quality service to manufacturers for owner name and address for vehicles subject to a Transport Canada safety recall.

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Deliverable(s): Timely, standardized and current data provided to manufacturers as part of vehicle safety recall campaigns, for the purpose of notifying registered owners of a safety recall on their vehicles.

Timeline(s): Ad hoc

G.12 Website

Objective(s): To provide up-to-date features, products and enhanced content on the website in order to continually improve communications, provide better working tools and a library of reports and documents.

Deliverable(s): Updated content on the website, electronic survey capabilities, discussion forums and search engine capabilities.

Timeline(s): Ongoing

WORK PLANS AND KEY INITIATIVES

V. WORK PLANS OF KEY INITIATIVES

To accomplish the key initiatives, work is carried out by the various committees of CCMTA. The work plans of the standing committees are appended to this document.

The work plans outline the tasks required for each initiative, the resource requirements, the person(s) responsible and the expected completion date of the task. It also notes the CCMTA strategic goal and goals to which each initiative relates.

APPENDIX

Standing Committee on Compliance and Regulatory Affairs Work Plan

**For the period of April 2009 - March 2010
(some timeframes extend beyond March 2010)**

PRIORITIES OF THE COMMITTEE:

- ▶ Resolve all operational issues related to safety rating reciprocity with the U.S. (including collision reporting).
- ▶ Update NSC Standard 9 to bring it in line with the Federal HoS Regulations.
- ▶ Ensure development of policy that will integrate traditional enforcement of NSC standards with available EOBR technologies and enable electronic compliance.
- ▶ Support cross-Canada implementation of the Carrier Snapshot application (*it is intended that all jurisdictions will be on board by the next meeting, when work on the second phase related to the enforcement application can be initiated*).

No.	Priority/ Initiative	Strategic Goals #	Activity/ Task	Resource Requirements	Responsible Person	Completion		Deliverables/ Status
						Date* (Estimate)	Date (Actual)	
1	NSC Standards Review	1-2	Monitor and review NSC standards related to commercial vehicles (7, 9-15 [NSC 12 responsibility of CVSA]) to ensure they remain relevant, up to date and reflective of present regulatory and operational context	CRA Vice Chair / PG NSC Standards Monitoring	G. Gilks	Fall 10 (NSC 9 - HoS)		Recommendations as to the need for amendments to NSC standards. <i>Report to be provided to SC at each meeting</i>
3	NSC 9 – Hours of Service	1-2	Assist Transport Canada in correcting technical errors and omissions in federal regulations identified as part of the implementation process and development of Application Guide	Standing Cttee (jurisdictional technical experts)	B. Orrbine	Fall 06 (July 07) (Fall 08) (Fall 09) (Fall 10)		<i>Awaiting TC input</i>

No.	Priority/ Initiative	Strategic Goals #	Activity/ Task	Resource Requirements	Responsible Person	Completion		Deliverables/ Status
						Date* (Estimate)	Date (Actual)	
		1-2	Assist Transport Canada in amending Contraventions Act in accordance with new regulations	Standing Cttee (jurisdictional technical experts)	B. Orrbine	Jan 07 (Dec 07) (Fall 08) (Fall 09)		Awaiting TC input
		1-2	Overhaul NSC Standard 9 as per the Federal HoS Regulations	PG NSC Standards Monitoring	G. Gilks/ S. Watson	Spring 09 (Fall 10)		Updated NSC standard
		1-2	Assess requests for special allowance/deviations from the HoS provincial regulatory frameworks	PG HoS Alternatives	R. Désaulniers	Fall 09		Recommended amendments to provincial regulations as needed (<i>awaiting industry requests</i>)
		1-2	Ensure consistent and coordinated interpretation of HoS requirements within Canada	PG HoS Interpretation Issues	B. Orrbine	Dec 07 (Spring 08) (Fall 08) (Fall 09)		Consistent interpretations of HoS regulations across Canadian jurisdictions (<i>awaiting TC input</i>)
		1-2	Identify the key issues related to e-log enforcement and develop a protocol to support enforcement policies and procedures	PG Electronic Log Book Enforcement	P. Hurst	Spring 08 (Fall 08) (Spring 09)	May 09	Enforcement protocol for electronically-generated daily logs
		1-2	Investigate the development of a national standard for EOBR use	PG EOBR National Standard	P. Hurst	Fall 10		National standard addressing key judicial, operational and enforcement issues for EOBR use

No.	Priority/ Initiative	Strategic Goals #	Activity/ Task	Resource Requirements	Responsible Person	Completion		Deliverables/ Status
						Date* (Estimate)	Date (Actual)	
4	North American Cargo Securement Standard (NSC 10)	1-2	Ensure consistent and coordinated interpretation of NSC 10 within Canada; foster consensus on issues and proposals on the Canada/U.S. regulatory agenda	Canadian Cargo Securement Coordination Cttee	J. Pearson/ B. Cayouette	Fall 09		Consistent interpretations of standard 10 across Canadian jurisdictions. <i>Report to be provided at each SC meeting</i>
		1-2	Pursue discussions through FMCSA/CCMTA regulatory group to keep the model regulations up to date and ensure consistency between Canadian and U.S. requirements	FMCSA/CCMTA Cargo Securement Regulatory Harmonization Cttee	J. Pearson/ B. Cayouette	Fall 09		Report to be provided at each SC meeting
		1-2	Pursue CCMTA research project into cargo securement in closed vans and sided vehicles	Canadian Cargo Securement Coordination Cttee	J. Pearson/ B. Cayouette	Spring 10		Guidance/amendments to Standard 10
5	NSC 11 – Commercial Vehicle Inspection Standards	1-2	Monitor PMVI requirements to keep pace with new vehicle system technologies and for enhancements to the standards	PG CMV Inspections	T. Bragard	Fall 09		Update of PMVI requirements (<i>as required</i>), with new edition of manual to be published by Secretariat (<i>ad hoc</i>)
7	NSC 13 – Daily Trip Inspection	1-2	Monitor implementation of new enhanced standard across Canadian jurisdictions	Standing Cttee	P. Hurst	July 07 (Spring 08) (Spring 09) (Spring 10)		Monitor cross-Canada implementation

No.	Priority/ Initiative	Strategic Goals #	Activity/ Task	Resource Requirements	Responsible Person	Completion		Deliverables/ Status
						Date* (Estimate)	Date (Actual)	
		1-2	Complete Trip Inspection reciprocity agreement with FMCSA	Standing Cttee	B. Cayouette	Fall 08 (Spring 09)	May 09	CCMTA/FMCSA reciprocal recognition policy on driver trip inspections
		1-2	In light of adoption of two-stage inspection protocol for motor coaches, investigate emerging in-cab monitoring technology for motor coaches and low-bed trailers	In-Cab Brake Monitoring Technology PG	D. Christle	Spring 10		Recommendation on next step re in-cab brake monitoring technology
		1-2	Conduct program integrity review five years after implementation of the revised standard	Standing Cttee	TBD	2012		Findings/recommendations as to success of new standard, two-stage protocol for motor coaches
8	NSC 14 – Safety Rating	1-2	Monitor implementation of agreement and provide oversight to Can/U.S. CDE User Group (<i>see next item</i>)	SR Implementation Issues Steering Group	P. Hurst	Fall 10		Implementation of carrier data exchange process with U.S. in all prov./terr.
		1-2	Effect carrier data exchange between all Canadian jurisdictions and FMCSA	Can/U.S. Motor Carrier Data Exchange User Group	B. McCormick	Fall 10		Exchange of inspection/collision/conviction data between Canada and U.S. and application within each country's respective carrier profile. <i>Report to be provided at each SC meeting.</i>

No.	Priority/ Initiative	Strategic Goals #	Activity/ Task	Resource Requirements	Responsible Person	Completion		Deliverables/ Status
						Date* (Estimate)	Date (Actual)	
		1-2	Review need to amend Standard 14 to recognize U.S. carrier safety ratings	Standing Cttee	P. Hurst	Fall 09		Recognition of U.S. carrier safety ratings
		1-2	Monitor and assist in implementation of new definition of PDO collision under the carrier profile	Standing Cttee (includes RSRP)	R. Clarke/ A. Chouinard (RSRP Cttee)	Spring 2010		Adoption of the tow-away criteria in lieu of the \$1000 monetary threshold for the purpose of pointing PDO collisions on the carrier profile
		1-2	Develop ability to exchange carrier snapshots as it relates to on-road enforcement	PG Carrier Snapshot	P. Hurst/ M. Jackson	Spring 06 (Fall 07) (Fall 08) (Spring 09) (Fall 09)		Exchange of carrier rating at roadside (<i>second-generation enforcement snapshot/public view rating to come</i>)
10	Commercial Vehicle Driver Licensing	1-2	Assist D&V project group in enhancing standards for commercial driver testing and licensing	PG Commercial Driver Licensing Standards / Standing Cttee	D. MacEwen	Fall 09		Provide necessary support to develop enhanced standard. <i>Status to be provided at each SC meeting.</i>

No.	Priority/ Initiative	Strategic Goals #	Activity/ Task	Resource Requirements	Responsible Person	Completion		Deliverables/ Status
						Date* (Estimate)	Date (Actual)	
11	Commercial Vehicle Safety (RSV 2010)	1-2	Support the development of overall strategies targeting human factors in commercial vehicle crash causation	Human Factors Task Force / Standing Cttee	P. Thiffault	Fall 09/ Spring 10		Provide input and support to RSRP's Human Factors TF to develop strategies and action plans targeting human factors in road safety countermeasures aimed at the motor carrier industry
		1-2	Assist in the development of the next RSV successor plan and CMV sub-target	Standing Cttee	P. Hurst	Fall 10		Provide CRA input into and assist in development of follow-up Road Safety Vision
12	CVSA Region V Initiatives	1-2	Conduct Annual Roadcheck	CVSA Region V	J. Meed	June 09	June 09	Annual Roadcheck campaign
		1-2	Conduct annual Operation Air Brake (May Brake Check Day; September Brake Safety Week)	CVSA Region V	J. Meed	May 09/ Sept 09 May 10/ Sept 10	May 09	Annual OAB campaign
		1-2	Conduct annual update of North American Standard Inspection (NASI) and Motorcoach courses	CVSA Region V (EQAT)	W. Roth	Fall 09 Spring 10		Annual curriculum update
		1-2	Conduct NASI Developer and Evaluator Certification training to meet ongoing jurisdictional needs	CVSA Region V (EQAT)	W. Roth	Fall 09 Spring 10		Ongoing instructor/developer certification courses

No.	Priority/ Initiative	Strategic Goals #	Activity/ Task	Resource Requirements	Responsible Person	Completion		Deliverables/ Status
						Date* (Estimate)	Date (Actual)	
		1-2	With assistance from the police community, conduct outreach activities in support of Operation Safe Driver	CVSA Region V (EQAT)/ Standing Cttee	J. Meed/ P. Hurst	Fall 09 (Oct 18-24)		Awareness/enforcement initiatives aimed at improving car/truck interaction
13	Dangerous Goods	1-2	Monitor new initiatives and proposed amendments to federal TDG regulations	Standing Cttee / Federal TDG Task Force	N. Belliveau	Fall 09		Ongoing monitoring of federal legislation and amendments
14	U.S. Regulatory Initiatives	1-2	Monitor and assess impact of U.S. rulemaking on Canadian policies and programs	Standing Cttee	B. Orrbine/ C. Vagnini	Fall 09		Ongoing response to U.S. rulemaking

**Standing Committee on Drivers and Vehicles
Work Plan**

**For the period April 2009 - March 2010
(some timeframes may extend beyond March 2010)**

PRIORITIES OF THE COMMITTEE:

- ▶ Road Safety Vision 2010 and New Road Safety Vision
 - Commercial Vehicle Driver Licensing Project Group
 - Driver Remedial Programs and Alcohol Interlock Reciprocity

- ▶ Driver Fitness Overview Group
 - Medical Standards

- ▶ Canadian Driver Licence Agreement
 - Implementation and Maintenance

- ▶ Vehicle Strategy
 - Low Speed Vehicles
 - Right Hand Drive Vehicles
 - Stolen & Wrecked Vehicle Monitoring Program
 - Personal Mobility Devices

No	Priority/ Initiative	Strategic Goals #	Activity/ Task	Resource Requirements	Responsible Person(s)	Completion		Deliverables / Status
						Date* (Estimate)	Date (Actual)	
1	Identification Management and Fraudulent Document Recognition Training	1-2	Monitor standards development regarding identification clients pertaining to multiple technologies and emerging technologies.	Project Group	TBD	May 09 In abeyance		In abeyance, awaiting D&V review on ID- related projects.
			Act as a liaison on items relating to Identification Management and Security with external agencies such as the service delivery community, law enforcement, AAMVA and the private sector.	Project Group	TBD	May 09 In abeyance		In abeyance, awaiting D&V review on ID- related projects.
			Address security relating to Canada (CBSA) - U.S. (DHS, WHTI), issues as they relate to Real ID, CDLA and EDLs.	Project Group	TBD	In abeyance		
			Explore FDR training with CBSA.	Project Group	S. McCracken	May 09	May 09	Recommendation
			Develop FDRT for vehicle issues, as previously approved by the Board under the Anti Auto-Theft Project, using the AAMVA VDEC.	Project Group	S. McCracken	Oct 07 (May 08) In abeyance		In abeyance, awaiting AAMVA VDEC model.
2	Canadian Driver Licence Agreement (CDLA) Implementation	1-2	Update and refine the CDLA Administrative Guide.	Project Group	H. Blaney	Dec 09		Updated Document
			Develop and maintain an entry and implementation schedule and plan for jurisdictions for CDLA entry.	Project Group	H. Blaney	Dec 09 (May 10)	Dec 08 (May 09)	Report/ Recommendations
			Hold monthly calls to address CDLA implementation and operation issues.	Project Group	H. Blaney	Dec 09	May 09	Monthly calls held since July 08

No	Priority/ Initiative	Strategic Goals #	Activity/ Task	Resource Requirements	Responsible Person(s)	Completion		Deliverables / Status
						Date* (Estimate)	Date (Actual)	
			AVRIL Maintenance Group: - Review documents contained on the AVRIL list and evaluate proposed new documents. - Revise the AVRIL Guidelines as appropriate. - Act as liaison for CCMTA on document security issues.	Project Group	J. Kroeker-Hall	May 09	May 09	Recommendations
						May 09	May 09	Revised AVRIL
						May 09	May 09	Revised guidelines
3	Driver Remedial Programs and Alcohol Interlock Reciprocity	1-2	Develop viable solutions to the issues, including an evaluation of a potential reciprocity agreement or similar tool.	Project Group	G. Miner / T. Garrity	May 08 (Dec 08) (May 09)	May 09	Report/ Recommendations
			Draft a formal document based on principles approved in Dec 2008.	Project Group	G. Miner / T. Garrity	May 09	May 09	Interim report provided Nov 08
			Review other remedial driver and reinstatement programs and determine if there is a similar need for reciprocity to manage these programs nationally.	Project Group	G. Miner / T. Garrity	TBD		Report/ Recommendations
								Report

No	Priority/ Initiative	Strategic Goals #	Activity/ Task	Resource Requirements	Responsible Person(s)	Completion		Deliverables / Status
						Date* (Estimate)	Date (Actual)	
4	Commercial Driver Licensing Standards	1-2	Determine and provide recommendations on the role of commercial driver training, testing and licencing in relation to RSV 2010 and the reduction of crash risk. Evaluate and make recommendations for enhancements to NSC Standards: Std 4 Classified Driver Licensing System Std 5 Self-Certification Standards and Procedures	Project Group	G. Miner	TBD		Report/ Recommendations
			Support CTHRC “Closing the Gap” initiatives that address commercial driver shortages by providing the necessary information to enable the review of testing and licensing in all Canadian jurisdictions against industry-developed, entry-level competencies. Evaluate CTHRC recommendations to determine if they are suitable for inclusion as minimum standards in the CCMTA NSC Standards. (Final CTHRC Report published April 2009)	Project Group	G. Miner	Dec 08	Oct 08	CTHRC draft report available Nov 08
5	Foreign Driver Licence Exchange/Reciprocity	1-2	Provide annual update on foreign driver licence exchange status	Secretariat	I. Tomlinson	May 09	May 09	Annual Report
			Provide a bi-annual update on U.S. driver licence exchange status.	Secretariat	I. Tomlinson	May 10		Bi-annual Report

No	Priority/ Initiative	Strategic Goals #	Activity/ Task	Resource Requirements	Responsible Person(s)	Completion		Deliverables / Status
						Date* (Estimate)	Date (Actual)	
6	Driver Fitness Standards Review: - Derive a set of driver fitness policies - Manage smaller working groups that will produce specific deliverables - Liaise with outside agencies	1-2	Review and update CCMTA Medical Standards.	Project Group	J. Kroeker-Hall	TBD		Revised CCMTA Medical Standards
			Develop a driver fitness template which is a functional approach to driving.	Project Group	J. Kroeker-Hall	May 09 (Dec 09)		Template
			Identify areas of concern and direct activities accordingly. Current working groups are reviewing standards: - Dementia: - Multiple Medical Conditions: - Psychiatric Diseases - Visual Fields (Scotoma)	Project Group	J. Kroeker-Hall	May 09	May 09	Updated CCMTA Medical Standard
			Annual survey of jurisdictions on Aging Driver Strategy and activities. (Joint D&V / RSRP activity)	Project Group / Secretariat	L. Tasca / I. Tomlinson	Nov 09		Report on survey
			Driver Sleep Apnea. Determination of how to proceed and to develop next steps.	Project Group	J. Kroeker-Hall	Nov 09		Recommendations
7	Code W - Reciprocity	1-2	Evaluate the QC study on Code W.	Project Group	TBD	May 07 In abeyance		(In abeyance - awaiting outcome of U.S. review)
			Reevaluate reciprocity elements (i.e. diabetes, epilepsy, hearing) and identify any other health conditions which should be included in the reciprocity agreement.	Project Group	TBD	May 07 In abeyance		(In abeyance - awaiting outcome of U.S. review)

No	Priority/ Initiative	Strategic Goals #	Activity/ Task	Resource Requirements	Responsible Person(s)	Completion		Deliverables / Status
						Date* (Estimate)	Date (Actual)	
			Identify any U.S. medical condition that should not be included in reciprocity. (Conditions which the U.S. permits but which would not be permissible for a commercial driver in Canada.)	Project Group	TBD	May 07 In abeyance		(In abeyance - awaiting outcome of U.S. review)
			Develop revised mandate (U.S. review identifies Jan 2012 as target date for U.S., Code V)	Project Group	S. McCracken	May 09	May 09	Terms of Reference
			Brief and educate DFOG and D&V on the history and current requirements for Code W;	Project Group	S. McCracken	TBD		Work plans and milestones to be developed.
			Review Canadian industry request for Code W on a commercial driver licence and develop a provincial/territorial position;	Project Group	S. McCracken	TBD		
			Establish a provincial/territorial work plan, including target dates for the implementation of Code W, based on the Canadian industry and U.S. requirements;	Project Group	S. McCracken	TBD		
			Monitor jurisdictional implementation and identify options/solutions to any implementation issues; and	Project Group	S. McCracken	TBD		
			Monitor developments in the U.S. through the Secretariat and bring forward any issues to D&V.	Project Group	S. McCracken	TBD		

No	Priority/ Initiative	Strategic Goals #	Activity/ Task	Resource Requirements	Responsible Person(s)	Completion		Deliverables / Status
						Date* (Estimate)	Date (Actual)	
8	IRP/CAVR	1-2	Ongoing management/review of Canadian issues on IRP and CAVR programs. Monitor issues relating to changes on long-term rental vehicles on IRP and liaise with NSC Managers.	Canadian IRP Managers	R. Termuende	May 09 May 09	May 09	Report/ Recommendations
9	Anti Auto-Theft	1-2	Provide a forum for the exchange of information and expertise through the CCMTA Standing Committee on Drivers and Vehicles.	Standing Committee	S. McCracken	May 09	May 09	Exchange of Information
10	NVIS Issues	1-2	Monitor the implementation of the revised NVIS and the partial electronic NVIS standard and provide liaison with government and industry.	Standing Committee	H. Blaney / P. Harbottle	May 09	May 09	Recommendations, if appropriate
11	Canada Vehicle Survey	1-2	Review data requests as they are received.	Project Group	M. Francis	May 09	May 09	Recommendations
12	Vehicle Strategy Overview Group	1-2	Develop a Vehicle Classification Model to address emerging vehicle types.	Project Group	M. Francis / M. Fuhr	May 09	May 09	Template
			Maintain the document as new vehicles emerge.	Project Group	M. Francis / M. Fuhr	Ongoing		Report
			Develop a road use best practices guide based on the vehicle classification model for vehicle types: (i) Personal Mobility Vehicles (Segways, etc.) (ii) Right Hand Drive (RHD) Vehicles.	Project Group	M. Francis / M. Fuhr	May 09 (Dec 09) Dec 09 May 09 (Dec 09)		Best Practice Documents

No	Priority/ Initiative	Strategic Goals #	Activity/ Task	Resource Requirements	Responsible Person(s)	Completion		Deliverables / Status
						Date* (Estimate)	Date (Actual)	
			Develop a road use best practices guide for LSVs	Project Group	H. Blaney	May 2010		Best Practices Document
			Complete a review of the 1994 Stolen and Wrecked Vehicle Monitoring Program by determining (i) current compliance, (ii) required updates and (iii) harmonization opportunities with the U.S.	Project Group	M. Francis	Dec 09		Revised Program Document
			Establish a schedule for IRE Vehicle initiatives to encourage all jurisdictions to complete their IRE elements with a priority of at least 6 jurisdictions participating in VIN Pointer File searches by April 2010.	Project Group	M. Fuhr	May 10		Report / Schedule
			Review and evaluate road safety issues surrounding imported vehicles and the Transport Canada 15-year threshold.	Project Group	M. Francis	May 09		Recommendations
			Identify new or emerging issues with air bags and develop guidelines as required relating to the recycling of air bags, air bag system components and restraint system components.	Project Group	M. Francis	May 09	May 09	Recommendations
			Establish test procedures and national standards for various vehicle types to evaluate excessive exhaust noise based on MMIC work.	Project Group	M. Francis	Dec 09		Guidelines Report
			Develop a best practices guide for altered height vehicles	Project Group	M. Francis	Dec 09		Guidelines Report

**Standing Committee on Road Safety Research and Policies
Work Plan**

**For the period April 2009 - March 2010
(some timeframes extend beyond March 2010)**

PRIORITIES OF THE COMMITTEE:

- ▶ Monitor implementation of jurisdictional three-year action plans, including but not limited to the critical issues of impaired driving, occupant restraints and speed management;
- ▶ Strengthen collaboration with major road safety partners such as police services and infrastructure communities; and
- ▶ Develop a successor plan to Road Safety Vision 2010, including preparation for the National Year of Road Safety to kick-off the new program.

No.	Priority/ Initiative	Strategic Goal #	Activity/Task	Resource Requirements	Responsible Person(s)	Completion		Deliverables
						Date* (Estimate)	Date (Actual)	
1	Road Safety Vision 2010 (umbrella vision)	1-2	Progress report on RSV 2010 for Council of Deputy Ministers.	Task Force/ Secretariat	P. Gutoskie/ V. Todd	Oct 09		Briefing note (report)
			Progress report on successor plan to RSV 2010 for Council of Deputy Ministers.	Task Force/ Secretariat	P. Gutoskie/ V. Todd	April 09	April 09	Briefing note (report)
			New RSV plan post-2010.	Task Force/ All SC/ Secretariat	P. Gutoskie/ V. Todd	Dec 10		Successor plan
2	Motor Vehicle Advertising Standards	1-2	Develop voluntary motor vehicle advertising standards guidelines to be adopted by all jurisdictions.	QC/ Project Group/ Industry/ ACS	J. St-Cyr	May 09	May 09	Guidelines

No.	Priority/ Initiative	Strategic Goal #	Activity/Task	Resource Requirements	Responsible Person(s)	Completion		Deliverables
						Date* (Estimate)	Date (Actual)	
			Develop a communications plan to educate jurisdictions, industry and the public on the new motor vehicle advertising standards.	QC/ Project Group/ Industry/ ASC	J. St-Cyr	Sept 09		Communications plan
3a	Strategy to Reduce Impaired Driving (STRID)	1-2	Report on the magnitude and characteristics of the alcohol-crash problem in Canada for 2007.	TIRF/TC/ CCMTA	P. Boase/ V. Todd	May 09 (Oct 09)		Alcohol-crash report
			Survey of STRID 2010 key recommended initiatives for 2008.	Secretariat	G. Eguakun/ P. Boase/ V. Todd	May 09	May 09	STRID monitoring report
3b	Strategy to Reduce Impairment by Drugs	1-2	Develop strategy to reduce impairment by drugs.	Expert Working Group	P. Boase	Fall 10		Strategy
			Drug data for 2007.	TIRF/TC/ CCMTA	P. Boase/ V. Todd	May 09 (Oct 09)		Drug data report
3c	Strategy to Reduce Impairment by Distraction	1-2	Revise workplan and identify priorities based on strategy recommendations.	Expert Working Group	J. Harbluk	Oct 09		Prioritized workplan
3d	Strategy to Reduce Impairment by Fatigue	1-2	Revise workplan and identify priorities based on strategy recommendations.	Expert Working Group	P. Gobeil	Oct 09		Prioritized workplan
3e	Zero BAC for Young/Novice Drivers under 21	1-2	Development of a best practices document for jurisdictional programs	Expert Working Group	P. Boase	May 10		Report
4	National Occupant Restraint Program (NORP)	1-2	Monitor and report annually on progress of NORP strategy recommendations.	Task Force/ Secretariat	S. Eil	May 09	May 09	Report
			Monitor developments of TC crash tests with respect to seat belts on motor coaches.	Task Force	S. Eil/ P. Boase	Nov 09		Update

No.	Priority/ Initiative	Strategic Goal #	Activity/Task	Resource Requirements	Responsible Person(s)	Completion		Deliverables
						Date* (Estimate)	Date (Actual)	
5	Speed and Intersection Safety Management	1-2	Monitor and report annually on progress of SISM strategy recommendations.	Task Force	J. Espie	May 09	May 09	Report
			Update SISM Strategy by integrating appropriate rural road safety strategies.	Task Force	J. Espie/ K. Speiran	May 10		Updated strategy
6	Vulnerable Road Users	1-2	Subdivide strategy recommendations and develop work plans based on three expert working groups: motorcycles, cyclists and pedestrians.	Task Force	P. Boase/ N. Arason/ D. Stewart	Oct 09		Work plans
7	National Collision Data	2	Monitor implementation of the NCDB2 - annually.	Task Force	A. Chouinard	May 09	May 09	Update
			Develop a definition of a “fatality” that is acceptable to all jurisdictions.	Task Force	A. Chouinard	May 09	May 09	Definition
			Monitor and provide update on a check box for vehicle damage severity and NCS/U.S. DoT number on jurisdictional collision report forms.	Task Force	A. Chouinard	May 09	May 09	Update
			Monitor and provide update on the ability of jurisdictions’ driver/collision information systems to be capable of identifying HRDs by 2010.	Task Force	A. Chouinard	May 09	May 09	Assessment
8	Road Safety Research	1-2	Quantifying levels of enforcement – activity update.	TC/ Task Force	K. Benjamin/ P. Boase	May 09	May 09	Update
			Liaison with SHRP2 on feasibility of a Canadian naturalistic driving study.	Task Force	L. Tasca/ P. Boase	May 09	May 09	Update
			Survey jurisdictions on their research needs.	Task Force	L. Tasca/ K. Benjamin	Dec 10		Survey report
9	Human Factors in Motor Carrier Safety	1-2	Conduct an in-depth assessment of the human factors associated with commercial vehicle crashes (Phase one).	Task Force	P. Thiffault	Oct 09		Strategy

No.	Priority/ Initiative	Strategic Goal #	Activity/Task	Resource Requirements	Responsible Person(s)	Completion		Deliverables
						Date* (Estimate)	Date (Actual)	
10	Rural Road Safety	1-2	Review strategy recommendations and develop a framework for assigning work related to strategy recommendations to other road safety organizations and RSRP Committee task forces.	Task Force	K. Speiran/ D. deGrasse	Nov 09		Work plan
11	Driver Fitness Overview Group (DFOG)	1-2	Develop and conduct annual survey on information related to aging drivers.	DFOG/ON Secretariat	J. Kroeker-Hall/ L. Tasca/ I. Tomlinson	Nov 09		Survey results
			Liaison with DFOG and provide input when required.	RSRP	P. Boase/ L. Tasca	May 09		Update
12	CCMTA/ERSC	1-2	Liaison on road engineering and infrastructure strategies as part of RSV 2010.	Project Group	P. Boase/ R Mantha	May 09	May 09	Update

