Revamped web site coming soon

The web address www.ccmta.ca is now a staple of CCMTA business. Launched a decade ago, redesigned in 2001, it will now benefit from significant improvements in 2006 as new products and services will be added by the end of the summer in order to better serve all CCMTA members.

Government and associate members who rely on the web site will have noticed CCMTA makes every effort to post documents electronically. The background information for the standing committee meetings, for instance, has been distributed in this fashion for the last nine years. The daily hits (visits) on www.ccmta.ca average over 100 per day.

Additions
Recognizing the web site has become an invaluable working tool, CCMTA is adding features to it in order to improve communications. The third-generation site will boast some members only pages for its three standing committees, a discussion forum, survey and search engine capabilities and an updated layout. In an effort to better highlight the work performed within committees as well as project groups, both government and associate members will have better access to agendas, notices of conference calls, background information, records of decisions, documentation as well as a host of reports.

(Continued on page 13)

Making Canada’s roads the safest in the world – are we there yet?

When Road Safety Vision 2010 was launched in 2001, all jurisdictions agreed a mid-term review of the initiative would be made to determine if stakeholder efforts were on track to enable Canada to achieve its goal of having the safest roads in the world.

Collective road safety interventions between 1996 and 2001 in support of RSV 2001 had a positive impact. While RSV 2001 had no quantitative targets like its successor RSV 2010, the strategic objectives were met. Improvements were achieved as a result of initiatives that addressed the most obvious problem areas – non-use of seat belts or child restraints, drinking and driving, and other high-risk behaviours such...
Good business meetings and great weather!

Prince Edward Island played host to CCMTA’s 2006 Annual Meeting and organizers certainly got a boost from an unusually warm spell for the month of May. Things could not have worked out any better!

One of the highlights of the week was the launch of the 2006 Canada Road Safety Week in the adjoining park (see page 9).

Delegates were fortunate to enjoy the fabulous weather during the optional activities, the bus tour of the Island and the golf game at The Links at Crowbush.

Record participation
What’s more, this year marked an all-time high (275) in the number of delegates (and companions) and sponsors. CCMTA’s exhibition was sold-out. Our thanks to all, including the P.E.I. volunteers, for making this Annual Meeting our best ever.

2006 CCMTA award recipients

Chairs ending their two-year term at the helm of their respective standing committee: Jean Wilson (RSRP) and Mitch Fuhr (D&V)
Associate Member’s Award: Carole Machtinger
Jennie Howie Government Member’s Award: Jennifer Kroeker-Hall
Two special awards were given to people who have gone beyond the call of duty: Dwain Smith (MTO) and Linda Thériault (SAAQ) for the Hours of Service Interpretation Guide.

With the colour guard behind him, CCMTA 2005-2006 President John MacDonald welcomed all participants on Sunday, May 14th.

Thank you sponsors!

Platinum

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

Gold

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

Silver

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

Bronze

- 730 Permit Services, Inc.
- Accident Support Services International Ltd.
- Alcohol Countermeasure Systems Corp.
- Association of International Automobile Manufacturers of Canada
- Canadian Recreational Vehicle Association
- Carfax, Inc.
- Datacard Group
- dld.org
- GET Canada Inc.
- Insurance Bureau of Canada
- Intell-Check, Inc.
- J.J. Keller & Associates, Inc.
- Motorcycle and Moped Industry Council
- PEI Automobile Dealers Association of Canada
- Petroleum Services Association of Canada
- Recreation Vehicle Dealers Association of Canada
- VeriSol (Verification Solutions Inc.)
- War Amputations of Canada
- Wheels Inc.
Roadcheck 2006

OOS trend compares with last year’s results

The vast majority of commercial vehicles, 79.8%, inspected during Roadcheck 2006 passed the CVSA Level I requirements compared to a slightly lower out-of-service rate of 18.5% last year.

A total of 7,634 vehicles were inspected during this year’s blitz. Of those, 1,541 were placed out-of-service, although in many cases drivers were able to make the necessary adjustments on site, were re-inspected and continued on their trip.

Of all OOS defect violations, about half (50.8%) dealt with brake issues (whether adjustment or the system). Other violations were safe loading (12%); lights (10%); suspension (8.6%) and tires and wheels (6.8%). These numbers are consistent with previous Roadcheck initiatives.

According to MTO statistics, between 7,500 and 8,000 commercial vehicles make their way daily from Quebec Highway 20 (just east of the inspection station) to Prescott (south of Ottawa) along Highway 401. It’s a main thoroughfare between Montreal and Toronto. Eastern Ontario’s Lancaster station is open 24 hours a day, seven days a week. Its working area was almost doubled last summer. Four enforcement officers work simultaneously. This is where CCMTA witnessed the first few hours of Roadcheck 2006.

A little bit of everything

Ian Kentell, District Enforcement Coordinator and supervisor on this specific shift, noted some of the discrepancies which crop up annually: logbook infractions, incomplete paperwork and mechanical defects.

“The process is slowed by sometimes 20 or 25 minutes when the driver fails to produce certain documents. Some have not bothered to update their books for some time.

“Also, during their pre-trip inspection, some drivers never check to see if they have the paperwork. Granted, they can drive different vehicles (over their shift period) and so, they won’t always know where the insurance papers are.” added enforcement agent Kentell.

Overall, the 2006 results continue a ten-year downward trend in the OOS rate.

(See related article on page 12)

ROADCHECK 2006 RESULTS

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th># Trucks Inspected</th>
<th>% Trucks OOS</th>
<th>% Drivers OOS</th>
<th>% Motor Coaches Inspected</th>
<th>% Drivers OOS</th>
<th>% Motor Coaches OOS</th>
<th>% Motor Coaches OOS</th>
<th>% Drivers OOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BC</td>
<td>705</td>
<td>146</td>
<td>45</td>
<td>19.3</td>
<td>6.0</td>
<td>74</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>AB</td>
<td>553</td>
<td>150</td>
<td>20</td>
<td>26.6</td>
<td>3.6</td>
<td>90</td>
<td>11.1</td>
<td>0</td>
</tr>
<tr>
<td>SK</td>
<td>542</td>
<td>17</td>
<td>12.9</td>
<td>3.1</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>MB</td>
<td>401</td>
<td>45</td>
<td>20.9</td>
<td>3.1</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>ON</td>
<td>2910</td>
<td>628</td>
<td>135</td>
<td>21.6</td>
<td>4.6</td>
<td>140</td>
<td>29</td>
<td>10</td>
</tr>
<tr>
<td>QC</td>
<td>900</td>
<td>132</td>
<td>10</td>
<td>14.7</td>
<td>1.1</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>NB</td>
<td>401</td>
<td>124</td>
<td>20</td>
<td>3.7</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>PE</td>
<td>117</td>
<td>24</td>
<td>1</td>
<td>20.5</td>
<td>0.9</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>NS</td>
<td>172</td>
<td>29</td>
<td>2</td>
<td>16.9</td>
<td>1.2</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>NL</td>
<td>456</td>
<td>11</td>
<td>17.3</td>
<td>2.4</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>YT</td>
<td>95</td>
<td>16</td>
<td>5</td>
<td>16.8</td>
<td>5.3</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>NT*</td>
<td>72</td>
<td>19</td>
<td>4</td>
<td>22.2</td>
<td>23.5</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>CDN Total</td>
<td>7384</td>
<td>1501</td>
<td>279</td>
<td>20.3</td>
<td>3.7</td>
<td>256</td>
<td>46</td>
<td>13</td>
</tr>
</tbody>
</table>

CVSA Level I inspections only (* figures updated June 29, 2006)
Committee news

CDLA target of December 2006

Canadian Driver Licence Agreement Project Group Chair Mitch Fuhr reported in May 2006 that completion of the CDLA remains the top priority for D&V. The new agreement will enhance the existing CDLC, signed in 1990, which allows for the exchange of driver licences and conviction information between Canadian jurisdictions, and will also include enhancements to both driver licence administration and identification security.

The working group met in June in Ottawa and established a number of important criteria for acceptance into the CDLA and prioritized the CDLA articles to determine which initially can be filed as exceptions. The next steps to meet the December deadline include a dedicated D&V and project group meeting in September to review the acceptance criteria, the final draft of the agreement, completion of the non-payment of fines issue and the developments and impacts of US legislation on the CDLA.

CDLA participants wrapping up discussions in Ottawa. L to r.: Carolyn Burggraaf (NL), Ross Burns (ON), Ian Tomlinson (CCMTA), Mitch Fuhr (AB), Harold Blaney (QC), Claude Gélinas (QC) and Sam Erry (ON).

HoS: application guide due out this summer

The Project Group on HoS Interpretation/Implementation has been working steadily since the regulations were published in the Canada Gazette, Part I, last November. The group met with regulated stakeholders in May and early June to finalize the application guide, and in the process, Transport Canada identified a number of technical amendments to the regulations which will be made over the course of the summer.

As a result of regulated stakeholder input and the promised technical amendments, the draft Application Guide was reviewed and amended during the June meeting.

Jurisdictions as well as the industry have commenced the development and preparation of training materials. In addition, TC has committed to preparing camera ready brochures, wallet cards and posters.

Implementation in 2007

All jurisdictions indicated their commitment to the January 1st, 2007 implementation date, barring unforeseen circumstances, such as elections and a time slot on the legislative agenda.

It is expected the final Application Guide will be available in August. When ready, it will be posted on the CCMTA web site.

Trucking firms and drivers alike should soon be able to consult the hours of service guide.
Meeting in May as part of the 2006 Annual Meeting, the CRA Committee and Board approved the Trip Inspection Project Group’s recommendation that jurisdictions agree to accept compliance with either the existing or the new NSC Standard 13 at roadside based on the legislated requirements in place in the carriers’ base-plate province. Under this option, however, carriers will also have the possibility to move to the new revised standard earlier than the prescribed national implementation target date of July 1st, 2007.

The Project Group, led by Ontario’s Peter Hurst, was tasked with developing an implementation strategy for the transition period between implementation of the revised TI Standard in Saskatchewan on July 1st, 2006 and cross-Canada implementation one year later. Under the reciprocal arrangement, Saskatchewan agreed not to enforce the new requirements relative to inspection schedule and driver declaration during the transition period, as long as out-of-province operators carried proof of a trip inspection when in Saskatchewan.

As part of the implementation process, a guidance document is being developed under the lead of Quebec’s Alain Turcotte to foster a uniform approach to the enforcement of the revised standard.

Motor coach groups created
As part and parcel of the revised standard’s new two-stage inspection protocol for motor coaches (see summer 2005 issue of News), two new project groups were created. The Project Group on Emerging In-cab Brake Monitoring Technology, to be chaired by Manitoba’s Darren Christle, will explore emerging brake push rod monitoring technologies. The second group, led by British Columbia’s Greg Gilks, will monitor and analyze CVSA and PMVI inspection results specifically relating to motor coach brake fitness as it pertains to the new standard. Reports are expected in the fall. The groups’ mandate runs to May 2007.

Road Safety Vision 2010 review
(continued from page 1)
as speeding and aggressive driving. The number of road users killed decreased by 10% and the number of seriously injured fell by 16% despite constant increases in the road user population. Canada’s level of road safety, as measured by deaths per registered motor vehicle for this time period, improved by 10%. In 2001 Canada’s motor vehicle fatality rate ranked 5th among OECD countries based on “deaths per billion vehicle kilometres travelled”.

RSV 2010’s challenge is to successfully achieve its target and sub-targets for fatality and serious injury reductions in crucial areas of road safety in Canada. Since responsibility for road safety is shared among federal/provincial/territorial and municipal levels of government as well as public and private non-government agencies in Canada, coordinating efforts among numerous stakeholders to improve road travel in Canada is a huge undertaking.

Consultant hired
Assessing the progress made by all stakeholders in achieving the national target and sub-targets will be just as daunting. As a result, CCMTA and Transport Canada are sharing the costs to hire the Canadian Traffic Safety Institute to undertake this important work through the next year.

The consultant’s job will be to determine what sub-target progress has been made nationally and within each jurisdiction. This will be done by identifying the measures contained in the various strategies and implemented by each jurisdiction, identifying areas where greater efforts are needed, identifying possible changes in targets and identifying expertise and resources required to enable Canada to achieve the quantitative targets of the Vision.

Members of the three standing committees will be consulted as well as members of the various task forces who have strategies in place in support of a specific sub-target. The input of CCMTA road safety stakeholders will also be solicited through a survey to determine key activities being carried out among non-government road safety advocates.

The final report is expected to be completed by May 2007.
Committee news

Joint forum in Texas a success

A three-day forum, jointly hosted by CCMTA and AAMVA, the first ever in North America to focus on both driver fitness and older driver issues, was held in Austin, Texas on March 4 to 6, 2006.

The event, under the theme “Challenging Myths and Opening Minds: Aging and the Medically At-Risk Driver”, was declared a success by the more than 150 delegates who participated, and included topics on legal and medical considerations, the screening assessment and testing of drivers, strategies on forming partnerships and public education and awareness.

The third day of the forum, entitled “Canada Day”, focused exclusively on the Canadian experience and included a number of sessions based on the first two days along with specific presentations and discussions about successful and innovative experiences, programs,

Participants at work during the Canada Day portion of the forum.

(Continued on the next page)

Two new project groups at CRA

As part of the May meeting, the CRA committee created two new groups to review collision reporting for commercial vehicles, and the application threshold of the National Safety Code.

Collision reporting threshold

The treatment of collisions as part of the carrier profile has long been raised as an issue by the trucking industry. Under NSC Standard 14 on Safety Rating, all reportable collisions must be recorded on the carrier profile. As all motor vehicle collisions over $1000 property damage are legally reportable, industry stakeholders suggest there should be a mechanism in place to exempt low-level collisions from being recorded on the carrier profile.

The issue was reviewed by CRA and the Road Safety Research Committee in 2001/2002. The RSRP Committee suggested at the time, and again in 2005, that the issue dealt with the pointing of collisions as part of the carrier profile, and as such a change to the provincially mandated reportable collision threshold was unlikely to address the industry’s concerns.

The group will hold its inaugural conference call some time in the summer, with the first order of business being the appointment of a Chair. The PG comprises several jurisdictions as well as industry stakeholders.

NSC threshold review

The second group, to be led by British Columbia’s Greg Gilks, will look at options to improve the applicability of the NSC. NSC standards are applied to trucks and tractor-trailer combinations which operate interprovincially with a registered gross vehicle weight in excess of 4 500 kg, although a number of jurisdictions chose for geographic, economic and practical regulatory reasons to apply the associated legislation to intraprovincial trucks at a higher RGWV threshold.

Opinions differ as to whether those vehicles at the lower end of the NSC spectrum should be subject to the complete range of NSC obligations: most are smaller trucks owned by the trade and service sector, have two axles, do not require a commercial class of driver’s licence, and do not fit the freight carrier model. As such, it is argued the light commercial vehicle population should be covered by a monitoring system that is focused more on safety operations and less on administrative requirements.

Deliberations will start over the course of the summer. Both groups’ mandate extends to the spring of next year. Status reports are expected in the fall.
The Commercial Vehicle Safety Alliance is planning a commercial vehicle brake safety symposium in Indianapolis December 5-7, 2006. The event, a follow-up to the September 2000 Toronto Brake Safety Conference, will bring together vehicle and brake manufacturers, carriers, fleet managers, technicians, government regulators, enforcement personnel, drivers and other stakeholders in a bid to share knowledge and develop strategies to improve commercial vehicle brake safety.

Brakes comprise by far the largest percentage of out-of-service violations cited during roadside inspections in both Canada and the United States. Enforcement data consistently shows a low number of truck drivers in North America have a clear understanding of air brakes and brake adjustment. In a 2003 survey of commercial driver knowledge on brakes conducted through Operation Air Brake, of the 4,055 drivers surveyed only 15 (0.37%) provided correct responses to the questions regarding brake adjustment.

Arguably the largest study ever conducted on truck crashes, the 2001-2003 Large Truck Crash Causation Study released earlier this year by the FMCSA and the NHTSA showed brakes were a factor in 29.4% of all the crashes investigated.

The symposium will provide participants with the latest information on technology advancements in the industry, best practices for inspection, maintenance and operation of braking systems and data on various aspects of brake compliance and safety. The complete program brochure can be downloaded at www.cvsa.org.

**FMCSA initiates reciprocity study**

The US Federal Motor Carrier Safety Administration has launched a two-year “US/Canadian Reciprocity Issues Study” (ending in February 2008) in order to examine the effects of its regulatory proposals and policy initiatives on Canadian carriers and drivers who operate in the United States. FMCSA would like to harmonize (and achieve reciprocal recognition of) its programs, policies and regulations in cross-border vehicle operations.

Existing reciprocity agreements will be examined to identify which areas need to be improved upon in order to ensure the continued free flow of goods between the two countries.

The study will be a topic during a September CVSA workshop in Toronto.

**Forum (continued)**

research and practices in Canada. Also included was a facilitated session designed to start the process for the revision of CCMTA’s Aging Driver Strategy, developed in the late 1990s.

Co-Chairs Jennifer-Kroeker-Hall (BC) and Sue Lo (ON) of CCMTA’s Aging Driver Task Force noted this meeting set the ground work for the task force and provided some direction on how the existing strategy can be updated and evolve to accommodate the coming wave of aging drivers and fit with the current reality of evidence-based medical evaluation. This process will continue with a special half-day session for both D&V and RSRP committee members planned for the November 2006 fall meetings.

CCMTA would like to acknowledge the Canadian Automobile Association (CAA) for its sponsorship and financial support of Canada Day.

**Key forum findings identified the need for:**

- individual assessment
- partnerships, and engaging target groups
- data and research to support evidence-based practices
- education and training for health care practitioners, enforcement officers and driving examiners
- sharing information
- identification of funding sources and legal issues
- clarity around who’s responsibility and role it is to discuss when it’s time to stop driving?

**Questions to be resolved and addressed in the new strategy may include:**

- can cessation guidelines be developed?
- why not put more emphasis on alternative transportation?
- what evidence is there that retesting is effective?
- who is educating driving educators about older drivers?
- what is the role of licensing authorities and medical examiners?
- who will fund individual assessments?
**Distracted driving sub-group goes to work**

“Driven to distraction” is a common catch phrase being used by members of the road safety community today to describe a form of impairment with which the public is increasingly becoming familiar.

CCMTA’s Sub-Group on Distracted Driving believes 20-30% of collisions involve distracted driving. Such occurrences can arise from any number of different sources: outside the vehicle (signs, billboards, people), within the vehicle (vehicle controls, other occupants), items introduced into the vehicle (food, beverages, maps and insects), and actions (adjusting vehicle controls, manipulating audio equipment, talking on a cell phone, smoking, grooming).

To address this growing road safety concern, the Sub-Group on Distracted Driving recently completed a strategy which was approved by the CCMTA Board of Directors in May 2006. It becomes a component of the Strategy to Reduce Impaired Driving (STRID).

However, while methods exist to measure alcohol-related collisions, jurisdictions do not yet have the ability to measure the number of collisions due exclusively to driver distraction. As a result, no Road Safety Vision 2010 sub-target has been set due to the lack of a suitable baseline measure. The broad-reaching strategy rather considers all potential sources of distraction.

**Definition**

One challenge for the sub-group was to develop a definition of driver distraction that could be adopted by all jurisdictions. Guided by the discussions at the October 2005 CAA and TIRF International Conference on Distracted Driving, the Distraction Sub-Group developed the following definition included in the strategy:

> “Distracted driving is the diversion of attention from driving, as a result of the driver focusing on a non-driving object, activity, event or person. This diversion reduces awareness, decision-making or performance leading to increased risk of driver error, near-crashes or crashes.”

> “The diversion of attention is not attributable to a medical condition, alcohol/drug use and/or fatigue”

This definition holds several important implications as to how jurisdictions can approach the driver distraction problem. It excludes pre-existing conditions, including impairment by alcohol or drugs, fatigue, and psychological state; however, any of these can make it easier for a driver to be distracted or can change the effect of a distraction.

Using the definition, the sub-group aims to determine how frequently distraction occurs during the driving task; determine how frequently it is a factor in motor vehicle collisions (by collision type and severity); identify key sources of distraction in collisions; identify how distraction affects driver performance for a range of driving tasks; and, how distraction affects a driver’s collision risk (for a range of driving tasks and driving conditions).

In addition to the aforementioned, the sub-group has developed a list of recommendations to work towards in the future as well as some for immediate action. The full strategy can be obtained from the CCMTA web site.

---

**D&V creates new groups**

**Vehicle Inspection Standards**

Led by Mark Francis of BC, the group will address a number of passenger vehicle inspection standards including a review of possible standards for importation of vehicles over 15 years old, flood damage vehicles, national harmonization and reciprocity issues.

**Alcohol Interlock Reciprocity**

This working group, led by new committee member, Réjean Babineau of YT, will be developing a mandate for November to identify issues related to harmonization and reciprocity. Many jurisdictions have introduced Alcohol Interlock programs and issues have arisen with drivers who relocate to another jurisdiction when they are under an Interlock program as a sanction for impaired driving.

Detailed information on all groups’ mandates will be available on CCMTA’s enhanced web site, www.ccmta.ca, as of September.

---

**Techno Ramblings**

**“Live” metal to protect against side impacts**

Germany has been known for decades for its engineering capabilities. Using an on-demand transformable metal in the doors and aided by cameras and a radar, researchers in a European Union project are developing a car which will better protect passengers against a side impact.

Using the premise passengers are not as well protected during side impacts and that air bags don’t necessarily have time to deploy in such a situation, a complex system estimates the chances of such a collision with another vehicle. Its computer then sends an electrical current to a reactive metal in the doors which causes the beam to “swell”, thus reinforcing the door-to-frame junction. One car is to be fitted with all sensors and safety equipment by 2007, with crash tests starting in 2008.

**Source:** www.newscientisttech.com
Canada Road Safety Week drives point home

The morning was picture-perfect as CCMTA Annual Meeting delegates, a host of dignitaries as well as many police representatives from Atlantic Canada assembled in Confederation Landing Park in Charlottetown to witness the launch of the 2006 Canada Road Safety Week.

Canada Road Safety Week is a police initiative which was conceived as a way to remind Canadians about safety while they are driving. Annually launched in the week immediately preceding the May long weekend, officers are especially attentive to situations which could put drivers – and other road users – at risk. Officers also watch out for any impaired driving, intersection safety, seatbelt or speeding incidents. Canada Road Safety Week has been endorsed by the Canadian Association of Chiefs of Police and has become law enforcement’s contribution to the Road Safety Vision 2010 national initiative.

A few spokespersons took to the podium, including Charlottetown police chief Paul Smith. Prince Edward Island Minister of Transportation and Public Works Gail Shea was on hand. “Think about safety whenever getting behind the wheel,” she reminded onlookers and media.

CCMTA president John MacDonald reiterated almost 3,000 people are killed and 13,000 are injured on Canadian roads each year. RCMP PEI superintendent Randy Robar also said a few words in this capacity but also as a representative of the Canadian Association of Chiefs of Police. He reminded the audience police can ensure visibility on the roads, but Canadians must do their part in adopting safe driving practices.

Minister Gail Shea (above) pledged her support to Canada Road Safety Week and Road Safety Vision 2010’s objective of Canada having the safest roads in the world. At right, the rollover simulator.

Breathalysers: standard equipment in all vehicles?
New York legislators are toying with the idea of creating a law which would make installation of breathalysers mandatory in all vehicles, a USA Today columnist revealed in late April. According to Jayne O’Donnell, some would like this feature to become standard by 2009. Sweden would also be looking into such a step and has proposed the measure be adopted in that country by 2012.

Hey, drop the cellphone and stop!
Los Angeles may once again become a fertile ground for another gadget first: a GPS-based warning system to signal a cellular-yielding driver he/she is coming to an intersection. Inventor Demetrius Thompson hatched the idea supposedly because he was hit twice by drivers using their cellular phone. Mr. Thompson’s efforts rely on reports he obtained suggesting hands-free cellular phones do not prevent accidents. Whenever a driver/phone user comes up to 300 feet from an intersection, the MyMobileAlert system emits a sound through the telephone to alert the driver/user he/she is arriving at an intersection.

Source: leftlanenews.com
In the jurisdictions

New driver licence, fine retrieval and possible Ignition Interlock program in NT
The Northwest Territories has been busy with the implementation of a new driver licence. The first new licence, NT Commissioner Tony Whitford’s, was issued June 29, 2006 in the Yellowknife issuing office. Offices in other communities will be added until all issuing agencies are on-stream.

*****

The Department of Transportation has joined forces with the Department of Justice to address the problem of outstanding motor vehicle fines. As of June 1st, 2006, drivers who have unpaid fines issued in the Northwest Territories in accordance with the Motor Vehicles Act are denied driver and vehicle licensing services until the outstanding account is reconciled.

*****

The Department is considering the implementation of an Ignition Interlock program. Legislative authority has been established, and officials are constructing the framework and details of the specific program.

*****

Efforts are under way to implement a new road safety program emphasizing education, engineering and enforcement. A new coordinator will form the core of the initiative, working with law enforcement, other government departments and the public to raise awareness of road safety issues. As part of the program a Transportation Safety Board, chaired by the Deputy Minister, will be established and will consist of representatives from organizations that have an interest in road and vehicle safety.

Quebec promoting awareness, training and reaching out to other departments
Among the numerous initiatives undertaken in the last year, SAAQ teamed up with the Association des intervenants en toxicomanie (an association of workers in the field of substance abuse) to conduct 15 to 20 presentations for young people in various regions on the dangers of driving while impaired by cannabis. These sessions, held between March and September 2006, are also designed to train people who will in turn organize other seminars.

*****

Also on the education front, SAAQ helped develop Montreal’s McGill University internet-based, bilingual graduate certificate to occupational therapists who are called upon to assess driving capabilities. Offered since January of this year, the course is divided into five modules and aims to train therapists in screening methods.

SAAQ uses occupational therapists with some people to determine their driving ability but it found training was not always consistent. The Société thus presented its requirements and followed up on the course development.

(Continued on page 11)
In the jurisdictions

(Continued from previous page)

******

The Fraudulent Document Recognition Training has paid off. Two SAAQ employees were trained with the FDRT material. Their knowledge supported police authorities as some 40 seized documents were analyzed.

******

SAAQ is adding to its on-line services. SAAQclic-EED, launched last year, enables designated employees in other provincial departments or in municipal courts to conduct electronic data interchange with SAAQ in matters related to non-payment of fines, notices of offences to road carriers, requests for information, etc.

Legislative, research and service changes in Saskatchewan

Two bills were proclaimed in the spring session of the Saskatchewan legislature. The Traffic Safety Act 2004 (TSA) and its 2005 amendments were passed and were proclaimed into force on July 1st, 2006. The new Act is an amalgamation of three existing Acts: The Highway Traffic Act, The Motor Carrier Act and The Vehicle Administration Act. In addition, the new TSA includes the following legislative amendments:

• implementation and use of Standard Field Sobriety Tests – 24-hour suspension resulting from a failed test or refusal to take the test;
• increased suspension period for second .04 BACs in a five-year period – from 24 hours to 15 days.

******

Saskatchewan’s drinking and driving legislation has been in place for ten years. SGI will be doing an evaluation of all areas, which is to be completed in the spring of 2007. SGI has identified a need to create a stronger linkage between traffic safety and insurance loss prevention. The new long-term traffic safety strategies will include opportunities to reduce the severity of collisions/injuries and to more strategically target engineering dollars.

As part of the Seniors’ Gold Plan announced by the Saskatchewan government in May, SGI will provide free non-driver photo identification to seniors (65 and over), as of June 1st, 2006, including free fishing licences, reduced rates on provincial bus lines and free entry into provincial parks.

Ontario targets false documents, further protects children

Ontario’s Bill 169 received Royal Assent last November. In addition to heftier fines for speeding and longer licence suspensions for some repeat offenders, it cracks down on Ontarians making a false statement, including an electronic document. The fines are increased ten-fold (ranging from $400 to $50,000) for people convicted of having or displaying a fictitious, altered, fraudulently obtained – and now, imitation – driver licence.

Also on the identification front, the Ministry of Transportation of Ontario has limited the number of documents an applicant has to produce in order to obtain a driver licence. The number drops from 44 to 13. This process follows on the heels of a series of recommendations from Ontario’s Auditor General and falls in line with CCMTA’s new acceptable document requirements.

Bill 169 seeks to improve daily vehicle inspection standards by incorporating National Safety Code requirements for trucks, trailers and buses. It will deem vehicles “unsafe” if debris and parts fall off. It intends to look into new vehicle technologies (e-bikes, Segway Personal Transporters and Low Speed Vehicles).

******

Late last year, legislation was passed in order to better protect children who ride in vehicles. Young children must be buckled up in the appropriate child seat (including a booster seat). Ontario also now restricts the number of young passengers riding with a teen G2 licence holder. Finally, owners whose vehicle illegally passes a stopped school bus will be charged.

Rollover simulator debuts in Saskatchewan

For every two people who die in an auto collision because they were not wearing a seatbelt, one would have lived had he/she taken the time to buckle up. SGI is driving home the message with its newest traffic safety tool, a rollover simulator.

The simulator is a vehicle cab with a motorized encasement which rolls it, simulating a rollover incident. Straw-filled dummies are used to show the effectiveness of seatbelts by simulating rollovers, first belted, then unbelted.

SGI has partnered with the RCMP to take the simulator on the road to rural high schools, First Nations communities, trade fairs, malls and other events as part of its traffic safety education program.

PHOTO: courtesy SGI
New federal Transport Minister Lawrence Cannon made it official just days after it was published in the Canada Gazette, Part II: all new school buses will be fitted with a certain number of child seat anchoring systems as of April 1st, 2007.

Depending on their seating capability, these buses will sport between two and eight user-ready tether and lower universal anchorages on bench seats, with provisions they not be anchored to the floor and none of the seats closest to the emergency exits be so fitted. Children weighing less than 18 kg must ride in a forward-facing child seat. Toddlers (weighing less than 10 kg and aged up to one year) must be restrained in a rear-facing seat. The changes to the Motor Vehicle Safety Regulations reflect the anchoring systems which have been required for years in passenger vehicles.

Jay Rieger, one of the engineers responsible for the standard at Transport Canada, mentioned to CCMTA News that while manufacturers had worked out an arrangement whereby not all seats would be fitted with the anchoring systems, they had agreed to go ahead with the changes. On the operational front, conceded Mr. Rieger, more discussion will be needed in order to implement this new safety measure. “Provinces, added Mr. Rieger, will have to think about ways to implement these securement systems. TC will continue to offer direction in this area.”

Questions
Some bus service providers have raised many questions about the adoption of the new safety initiative. Who will pay for the seats? Who will buckle or unbuckle the children? How much time will be needed to accomplish this simple task as even school bus drivers run a tight schedule?

Road safety: two truckers’ perspective...

A life on the road
People who get behind the wheel of a commercial vehicle each have their own unique story as with other jobs.

Martin Palfrey, who presently lives in the Cornwall area, stills thrives on driving... at age 71! “I started driving when I was 15 and went on to tractors-trailers as soon as I got my licence at 16!” states Mr. Palfrey. “I went all over Canada and the US and yes, I have seen change for the better in the industry. Trucks today are higher in weight and they tend to have more axles, so drivers have to know what they’re doing.”

The veteran originally hails from Montreal but his family moved to Cornwall in 1948. Over the years as he was plying his trade, Mr. Palfrey lived in Brownsburg (QC) and Niagara Falls (ON).

“I spent my summers here in the area,” he says of his younger days. Today, he is officially retired, but admits to getting bored at home, and so he drives a Peterbuilt tractor “for a friend” a couple of times a week on the Cornwall (Ontario)-Valleyfield (Quebec) run. “I’ll never do more than two loads a day! Why still do it? I like to drive! That’s how I relax. Winter doesn’t bother me... But the construction and the tourists do...”

“People can do the stupidest things at the wheel. They don’t know where they’re going so they’ll cut you off. Oh, and those cellphones!”

Mid-life crisis
As for Thomas Bernard, from Knoxville, Tennessee, he turned to trucking as a mid-life crisis. “I was an engineer and 23 years ago, I decided I wanted to drive. It was something I had been wanting to do for years. I had to convince my family. Others thought I was nuts. But I don’t regret it!”

His travels have had him drive throughout the western US and to the Canadian West Coast, as well as through portions of central Canada. “People obey the speed limit more here,” he says of his experience North of the border. “Traffic is lighter, too. I get to see some beautiful country.... But there are no regular working hours!”

Mr. Bernard did have a few thoughts on the industry. “It’s like anywhere else, you have good and bad people. Every job will have its ups and downs. As far as the commercial driver licences go, I wish they’d clean up the industry some more. The equipment has become five times better, partly because of better enforcement. But the driving schools are still not tough enough on some (candidates). And experience remains the best teacher.”
Canada has a new Minister of Transport. He is **Lawrence Cannon**, a former Quebec provincial minister and more recently, municipal politician.

Alberta Transportation and Infrastructure has a new boss, The Honourable **Ty Lund**.

**Angus MacIsaac** is Nova Scotia's new Minister of Transportation and Public Works.

Changing of the guard also in Nunavut: **Olayuk Akesuk** is the new Minister of Economic Development and Transportation.

**Donna Cansfield** became Ontario’s new Transportation Minister, last May. She replaces **Harinder Takhar**, who moved on to become Minister of Small Business and Entrepreneurship.

MTO’s **Frank D’Onofrio** is moving on. He left his position as Assistant Deputy Minister in June to become ADM at the Ministry of Government Services to help implement the ServiceOntario initiative. **Ernie Bartucci** will be replacing him on the Board as ADM, Road User Safety, on an interim basis. Speaking of the Board, BC’s **Chris Boxall** has been replaced by **Mark Medgyesi**. Also, Manitoba’s **Ward Keith** has replaced **Clarke Campbell** and **Darren Christie** on the Board.

**Gregg Hooke** has retired from the Alberta government. **Jeannette Espie** takes over as Acting Assistant Deputy Minister at Alberta Transportation Safety Services and is the new AB Board member.

Newfoundland and Labrador is now represented on the Board by **Gerard (Gerry) B. Antle** who took over as Registrar of Motor Vehicles on April 3rd, 2006, replacing **David Norman**, who moved over to labour relations in the NL Public Service Secretariat.

New chair at the helm of RSRP. Transport Canada’s **Brian Jonah** takes over from outgoing **Jean Wilson** (ICBC). **Carolyn Halbert** (MPI) has been nominated as vice chair. Representatives at the RSRP table met **Scott Golding**, Senior Policy and Program Analyst, Road Licensing and Safety Division, Department of Transportation of the Northwest Territories. As for Manitoba’s **Barry Watson**, he has left RSRP. Nunavut’s **Rosie Nullayok** replaced **Lorna Gee** (Ms. Gee remains on the Board).

Quebec’s **Harold Blaney** becomes D&V chair, replacing outgoing **Mitch Fuhr** (AB). **Susan McCracken** (NB) becomes vice chair. A few new members made their first official appearance: **Réjean Babineau** (YT), **Dave Petryshen** (NU) (who replaces James Demcheson), **Kelley Merilees-Kepel** (NT) and **Brian Rapinchuk** (MB).

In associate member news, the Traffic Injury Research Foundation (TIRF) has a new leader. She is **Robyn Robertson**. She succeeds **Herb Simpson** who had been at the helm for 31 years as President and CEO.

In late breaking news, TC’s **Derek Sweet**’s successor has just been named. **Kash Ram** takes over as of July 31st as Director General, Road Safety and Motor Vehicle Regulations.

**CCMTA welcomes new members**

Mr. **Joseph Bavota**
General Manager
Association des mandataires en vérification mécanique du Québec

Ms. **Marliese Janes**
President
Newfoundland and Labrador Safety Council

**Donald K. Miller**
Sr. Fleet Manager
Federal Express Corporation

Mr. **David Myrah**
Transportation Safety and Compliance Eveready Industrial Services Corp.

Mr. **Paulo Nunes**
MFM International Inc.

Mr. **Marvin Wiebe**
President
2 Secure Cargo Systems, Inc.

**People**

An 18-year old British driver got more than he bargained for when six police cruisers and a helicopter chased after him while he was driving a tractor at the breakneck speed of 19 km/h. The chase happened on a Devon County (England) highway. After three tries, officers were able to nab the drinking driver. He was charged with dangerous and impaired driving and taking the wheel without any insurance.

**Source:** *Agence France Presse* as snapped by funnymnews.free.fr

---

**Web site (continued from page 1)**

The key to accessing the revamped web site and its new features will lie in issuing passwords and identification numbers. To this effect, a user instructions package will be sent to government and associate members in late August or early September.

The official launch date for the enhanced service has been set for September 6th, 2006. Now is a good time for all who have a stake in motor transportation issues and policies to become a member of CCMTA and benefit from these enhanced features.

**www.ccmta.ca highlights:**
- enhanced content with working group/task force specific pages
- search engine
- members’ access through identification number and password
- forum and survey capabilities
CCMTA’s vision
The safest and most efficient movement of people and goods by road in the world.

Its mission
To provide a national forum for development of public policy and programs for road safety and driver and vehicle licensing.

Its strategic goals and objectives
Enhance programming by...

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

Expand outreach by...

- Raising the profile of Road Safety Vision 2010
- Improving communication and linkages with police and law enforcement agencies
- Pursuing harmonization with the United States, Mexico and Europe
- Implementing strategies to enhance stakeholder participation
- Pursuing advocacy positions and strategies

Calendar of Events

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>North American Inspectors Championship (NAIC)</td>
<td>August 14-20, 2006</td>
<td>New Orleans Marriott (LA)</td>
</tr>
<tr>
<td>AAMVA International Conference</td>
<td>August 27-31, 2006</td>
<td>Sheraton Burlington (VT)</td>
</tr>
<tr>
<td>Brake Safety Awareness Week</td>
<td>August 27-September 2, 2006</td>
<td></td>
</tr>
<tr>
<td>CVSA Fall Workshop</td>
<td>September 23-28, 2006</td>
<td>Fairmont Royal York (TOR)</td>
</tr>
<tr>
<td>CVSA North American Cargo Securement Harmonization Forum</td>
<td>September 24, 2006</td>
<td>Fairmont Royal York (TOR)</td>
</tr>
<tr>
<td>CCMTA Fall Meetings</td>
<td>November 8-9, 2006</td>
<td>Delta Ottawa (ON)</td>
</tr>
<tr>
<td>CVSA Commercial Motor Vehicle Brake Safety Symposium</td>
<td>December 5-7, 2006</td>
<td>Hyatt Regency Indianapolis (IN)</td>
</tr>
</tbody>
</table>

CCMTA news
Newsletter of the Canadian Council of Motor Transport Administrators

Volume 14, No. 2
Summer 2006

Editor and Designer
Jacques Des Becquets
Summer 2006

Contributors
Valerie Todd
Ian Tomlinson
Sylvain Tremblay

How to reach us
CCMTA SECRETARIAT
2323 St-Laurent Blvd.
Ottawa, Ontario
K1G 4J8
E-MAIL
jdesbecquets@ccmta.ca
WEB SITE
http://www.ccmta.ca
PHONE 613-736-1003
FAX 613-736-1395

CCMTA news
is published twice a year to communicate CCMTA decisions and provide reports on the organization’s projects and initiatives.

ISSN 1192-747X

Insert Service for the transportation community
A service geared to any organization wishing to promote a product, service or upcoming event.
For details, please contact the Editor.

CCMTA news is distributed free of charge to all government and associate members. Special bulk orders (10 or more) are available from CCMTA. Please contact the Editor.
Articles may be reproduced in whole or in part with proper credit.

Également disponible en français

Chuckles corner

Some boy scouts from the city were on a camping trip. The mosquitoes were so fierce, the boys had to hide under their blankets to avoid being bitten. Then one of them saw some lightning bugs and said to his friend: “We might as well give up. They’re coming after us with flashlights.”

Four high school boys afflicted with spring fever skipped morning classes. After lunch they reported to the teacher they had a flat tire. Much to their relief she smiled and said: “Well, you missed a test today so take seats apart from one another and take out a piece of paper.” Still smiling, she waited for them to sit down. Then she said: “First Question: Which tire was flat?”