

# Canadian Council of Motor Transport Administrators

The Canadian Council of Motor Transport Administrators (CCMTA) is a non-profit organization comprised of 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 the 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. CCMTA receives its mandate from the Council of Ministers Responsible for Transportation and Highway Safety.

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 for carrying out its direction.

CCMTA is comprised of 3 committees.

1. Standing Committee on Drivers and Vehicles (D&V) - D&V is responsible for all matters relating to motor vehicle registration and control, light vehicle standards and inspections, and driver licensing and control.
2. Standing Committee on Compliance and Regulatory Affairs (CRA) - CRA is concerned with compliance activities related to commercial drivers and vehicles, transportation of dangerous goods and motor carrier operations.
3. Standing Committee on Road Safety Research and Policies (RSRP) - RSRP's role is to coordinate federal, provincial and territorial road safety efforts, prepare recommendations in support of road safety programs, and develop overall expertise and action plans to prevent road accidents and reduce their consequences.

The CCMTA holds annual meetings, this year held in Regina SK May 10 - 14.

# CCMTA 2009 Annual Meeting

## *Road Safety Vision - Task Force on Human Factors in Motor Carrier Safety*

The groups mandate is to (i) conduct an in-depth assessment of the human factors associated with commercial vehicle crashes, as well as possible interventions to address the issues, (ii) Investigate how human factors involved in commercial vehicle crashes are currently addressed at a federal and provincial programs and legislation, as well as voluntary initiatives by carriers, and (iii) Formulate a risk based, data-driven strategy for intervention.

Work accomplished to date have found 3 main issues:

- Driver Distraction
- Driver fatigue
- High Risk Driving

### Phase I (Scientific Review)

- Review of crash-causation studies, identification of driver errors is completed;
- Presentation of the notion of recognition errors is completed;
- Section on Fatigue Management countermeasures is completed;
- Section on distraction is nearing completion.

### Phase II (Review of Canadian situation)

- Stakeholders' consultation process was delayed (federal elections);
- 3 on-line surveys were developed and are currently being conducted (government (completed), motor carriers (50 surveys have been completed), industry associations);
- Upon completion of surveys information will be compiled and analysed by Transport Canada;
- In-person interviews to be conducted in the fall of 2009 to investigate further issues;
- Review of National Safety Code's focus on human factors involved in commercial motor vehicle crashes will be conducted by Transport Canada in the fall of 2009.

### Phase III (Recommendation/Next Steps)

- Integrate results of Phase I and II, formulation of action plan to address commercial vehicle and non-commercial vehicle driver errors that contribute to commercial vehicle crashes;
- Operation plan, implementation and evaluation issues, based on scientific evidence.

Additional items of concern brought to the discussion:

- Driver communication - driver ability to speak and understand the English language. Is this in-fact a risk factor.
- Impact on NSC Standards - review of work to determine if other standards besides Standard 9 Hours of Service will be impacted by findings.

### **Federal-Provincial-Territorial Task Force on the Transportation of Dangerous Goods (TDG)**

The group's mandate is to provide a forum for the provinces and territories to exchange information with the federal government on matters relating to TDG in Canada; identify and discuss issues and needs of the national program; and, reach consensus on the requirements of the federal regulatory regime that is adopted by reference by provincial and territorial jurisdictions.

Work accomplished to date:

- TDG Act Amendment - focusing on 2 main areas. It provides for new security requirements as well as safety enhancements. Details on the proposed changes can be found in the following TDG Newsletter: <http://www.tc.gc.ca/tdg/newsletter/menu.htm>
  - "Amending the Transportation of Dangerous Goods Act - An Overview"
  - "Enhancing Safety"
  - "Building a Security Program"
  - "The use of Emergency Response of Assistance Plans Following a Terrorist Dangerous Goods Incident"
- TDG Regulations Amendment - Several other proposed amendments to the TDG regulations are presently being processed, amendment 8 including changes to Part 7 (Emergency Response Assistance Plans) was published in Canada Gazette Part I on May 1 2009.
- It has been recommended that the Task Force should continue to monitor and report on issues and needs of the national regulatory regime governing the transportation of dangerous goods by road in Canada.

## NSC Standard 10 - Cargo Securement

- Task at hand is to ensure consistent and co-ordinated interpretations of NSC 10 within Canada.
- Pursue discussions through Canada and the U.S regulatory group to maintain the model regulations up to date and ensure consistency between the two requirements. Through a public forum 24 issues within the standard were identified and conveyed to the Cargo Securement Regulatory Committee, 12 of which have been addressed, and plans have been developed to address the remaining issues. A document is to be released in July of 2008 outlining changes - areas include working load limits and tie-down requirements.
- Pursue CCMTA research project into cargo securements in closed vans and sided vehicles. Research program - A Highway Safety Risk Assessment of Palletized Cased Goods completed December 15 2008.

## National Safety Code Monitoring Project Group

The groups mandate is to establish a framework and process for scheduled and ongoing review of the NSC standards related to commercial vehicles (Standards 7 and 9 through 15) to ensure they remain relevant, current, effective and reflective of present regulatory and operational context.

Currently under review is Standard 9 - Hours of Service. The review will not make or address any changes to SOR 313/2005, as there remains technical and policy issues currently being addressed by Transport Canada. The updated standard will be reviewed over the next year with a scope to review policy and issues brought forward by stakeholders. Industry can submit "proposed issues" to the Committee on Compliance and Regulatory Affairs by November 2009, at which time they will be reviewed and determined if a review for amendment would be considered.

Annual Reviews:

2009 - Standard 9 - Hours of Service

2010 - Standard 7 Carrier and Driver Profiles & Standard 14 Safety Ratings

2011 - Standard 15 - Facility Audits

2012 - Standard 11 Commercial Vehicle Maintenance & Inspection & Standard 13 Trip Inspections

The purpose of the reviews is to address areas of that are not working in regulation NOT to make new regulation.

## Hours of Service

### Federal Regulations

Since coming into force on January 1 2007, some differences in interpretation, enforcement and application have to come to light and several tasks remain to be completed.

These include:

- proposed amendments
- Contravention Regulations - Transport Canada will proceed with Justice officials to implement the fine structure and schedule.
- Naming a Federal Directors in each JD - will allow a point of contact in each JD
- Ongoing interpretations - working with the CCMTA
- Exemption requests - Currently 3 official applications have been received and reviewed. To date there have not been any exemptions granted.

### Project Group on Electronic Log Book Enforcement

Industry is voluntarily adopting the use of electronic log books as permitted under the Hours of Service regulations. Training of roadside enforcement officers on what to expect from the myriad of electronic log books available and how to integrate traditional log book enforcement with this new technology has not kept pace.

As a result, a number of jurisdictions have experienced problems during roadside inspections, causing delays and confusion for drivers, carriers and inspectors. There has been expressed interest across the board to find a common approach to road side enforcement practices.

To date a draft enforcement protocol has been prepared based on discussions with industry, enforcement, manufacturers and legal counsel. The protocol was presented to the CCMTA CRA committee as well as comments received from jurisdictions and the Canadian Trucking Alliance.

The need for governments to act in unison to address this confluence of events and develop a nationally harmonized EOBR standard is clear, and in April 2009 the Council of Deputy Ministers directed the CCMTA to examine the development of a national EOBR standard.

A new project group has been approved and will begin to review literature, consider what other countries are doing in relation to EOBRs (U.S and Australia), consider research on the issue, assess government and industry needs and key requirements, develop a draft standard, consult with industry on proposed standard, evaluate impacts of an EOBR standard on industry and government and identify any implementation issues.

Will we move from paper logs to EOBR and/or handheld? Time will tell.

### NSC Standard 13 - Trip Inspections

Further to industry requests, it was agreed in March of this year to allow schedules to be modified as long as they contain all applicable elements. As a result, carriers will be able to add 'optional' items that are not mandated under the schedule but that they may deem important to the safe operation of the vehicles, or delete items that are not present or required to be present on the equipment. Additionally, strict adherence to the format and layout of the schedule will not be required.

The change is to be effected through a simple clarification via footnote in the standard, as follows:

*<sup>1</sup> Schedules must contain at a minimum all inspection items listed, with the exception of items not present on the vehicle being operated. Schedule format and layout may vary.*

#### Provincial Implementation of Standard 13

BC	TBD
AB	June 2009
SK	Implemented July 1 2007
MB	Implemented July 1 2008
ON	Implemented July 1 2007
QC	Winter 2010
NB	Fall 2009/Spring 2010
NS	Fall 2009
PEI	Implemented April 1 2009
NL	TBD
NT	First quarter 2010
YT	Implemented August 1 2008