

CCMTA

**Canadian Council of Motor
Transport Administrators**

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History

- 1940 - Highway Transport Board
- 1956 - Canada wide expansion
- 1975 - Secretariat was formed
- 1977 - Federal government joins CCMTA
- 1987 - Incorporated as a Not-for-Profit organization
- 1993 - Open meetings (associate membership)

CCMTA Vision & Mission

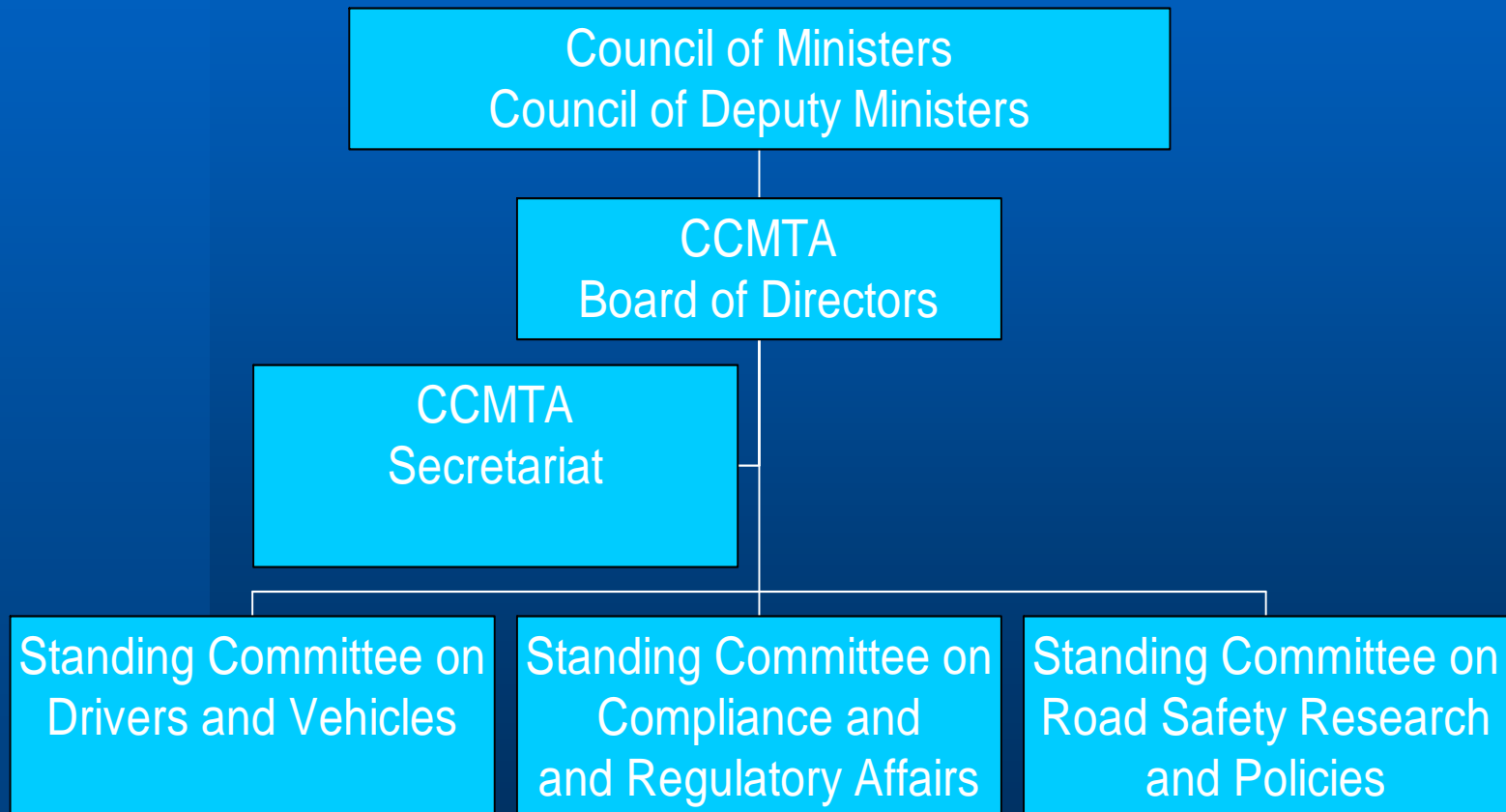
VISION

- The safest and most efficient movement of people and goods by road in the world.

MISSION

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

Organizational Structure



Areas of Responsibility

- **Administration and operations related to:**
 - **Driver Licensing**
 - **Vehicle Registration**
 - **Road Safety**
 - **Commercial Vehicle Regulations and Enforcement**

CCMTA Membership

- **Representatives from the Federal, Provincial and Territorial Governments (core members)**
- **Associate Members (industry stakeholders, other gov't depts., vendors)**

CCMTA Standing Committees

- Drivers and Vehicles (D&V)
 - Compliance and Regulatory Affairs (CRA)
 - Road Safety Research and Policies (RSRP)
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- *Standing Committees report to Board of Directors*
 - *One member per jurisdiction sits on each standing committee*
 - *Meet face-to-face twice a year (Spring/Fall)*

Task Forces/Project Groups

- Specific mandate with deadline dates
- Members/participants from government and industry
- Report to standing committee

Secretariat

- Provides support to Board of Directors and Councils of Ministers & Deputy Ministers Responsible for Transportation and Highway Safety
- Supports overall functions of the organization
 - *Staff act as secretary to committees*
 - *Project management*
- Interprovincial Record Exchange (IRE)
 - *Computer Network – driver and vehicle information, commercial motor vehicle and driver convictions, inspections and collision information*
- Newsletters, Press Releases, Publications, Annual Meeting, Website

Specific Issues and Projects

Road Safety

- Road Safety Vision 2010
- Strategy to Reduce Impaired Driving (STRID)
- National Occupant Restraint Program (NORP)
- Speed and Intersection Management
- High-Risk Drivers
- Vulnerable Road Users
- Rural Road Safety
- Research
- National Collision Database (NCDB)

Specific Issues and Projects (Cont'd)

Driver and Vehicle Licensing

- Canadian Driver Licence Agreement
- Medical Standards for Drivers
- Aging Drivers
- Vehicle Inspection Standards
- Anti-Vehicle Theft
- Foreign Driver Licensing Reciprocity
- New Vehicle Information Form Statement (NVIS)

Specific Issues and Projects (Cont'd)

Motor Carrier Activities

- Hours of Service
- Cargo Securement
- Motor Vehicle Inspection Standards
- Safety Ratings
- Carrier Information Exchange
- Dangerous good

Road Safety Vision 2010

GOAL – to make Canada's roads the safest in the world by 2010

- Canada's national road safety plan
- RSV 2010 is successor plan to 2001, originally launched in 1996
- RSV 2010 was officially endorsed by all Ministers of Transportation and Highway Safety in the fall 2000
- RSV 2010 introduced an ambitious national target as well as several broad-based sub-targets focusing on problem areas not previously addressed on a national scale
- All levels of gov't as well as key public and private sector partners support the renewed plan
- RSV 2010 emphasizes the importance of partnerships and the use of a wide variety of initiatives that focus on road users, roadways and motor vehicles

Road Safety Vision 2010 (cont'd)

Strategic Objectives

- Raise public awareness of road safety issues
- Improve communications, cooperation and collaboration among road safety agencies
- Enhance enforcement measures
- Improve national road safety data quality and collection

Road Safety Vision 2010 (cont'd)

National Target

- A 30% decrease in the average number of road users killed or seriously injured during the 2008-2010 period (compared with the 1996-2001 average figures)

Road Safety Vision 2010 (cont'd)

9 Sub-targets

- Support and contribute towards the national target
- Each sub-target has its own action plan and strategies
- Review of RSV 2010 targets currently underway to determine if stakeholder efforts are on track to enable Canada to achieve its goal of having the safest roads in the world

Road Safety Vision 2010 (cont'd)

CCMTA Programs Related to RSV 2010

- National Occupant Restraint Program (NORP)
- Strategy to Reduce Impaired Driving (STRID)
- High-Risk Driver
- Speed and Intersection Safety Management
- Vulnerable Road Users
- Rural Road Safety
- A number of Motor Carrier Activities

Road Safety Vision 2010 (cont'd)

Sub-Targets

- A 95% rate of seat belt wearing and proper use of appropriate child restraints by all motor vehicle occupants
- A 40% decrease in the number of fatally or seriously injured unbelted occupants
- A 40% decrease in the percentage of road users fatally or seriously injured in crashes involving drinking drivers
- A 40% decrease in the number of road users fatally or seriously injured on rural roadways
- A 40% decrease in the number of road users killed or seriously injured in speed or intersection-related crashes
- A 20% decrease in the number of road users killed or seriously injured in crashes involving commercial vehicles
- A 20% decrease in the number of young drivers/riders (aged 16-19) killed or seriously injured in crashes
- A 30% decrease in the number of fatally or seriously injured vulnerable road users (pedestrians, motorcyclists and cyclists)
- All provincial/territorial jurisdictions' driver/collision information systems will be capable by 2010 of identifying high-risk drivers

Questions??