

TRAFFIC SAFETY AND EDUCATION

CONSUMER NEEDS

TAXATION

TRANSPORTATION FACILITIES

ENVIRONMENT

VEHICLE STANDARDS

TOURISM

OPERATING REGULATIONS

ENFORCEMENT

\* The 2006–2007 Statement of Policy, which supercedes the previous edition, was adopted at the 92nd CAA Annual General Meeting, held in Niagara Falls, Ontario, in June 2006.

## **Statement of Policy**



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**Canadian Automobile Association  
National Office**

**David L. Flewelling**, President, CAA





## **Foreword**

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For close to a century, the Canadian Automobile Association has been the voice that supports the rights of Canadian motorists. Created by motorists for the benefit of all motorists nationwide, CAA's first goal was to promote and protect motoring and touring in Canada. Over the last 100 years, CAA has come to support a wide variety of traffic safety initiatives and to help to guide relevant traffic safety laws and public policy in Canada. Today, in addition to providing our members with automotive, insurance, and travel services, CAA remains the premier traffic safety advocate for Canadian motorists and travellers.

CAA works hard to provide leadership on public policy and traffic safety issues and to keep a finger on the opinion pulse of our almost 4.9 million Canadian members. We want to ensure that our efforts help to achieve the collective desire of our members, and make roads and highways safer for all Canadians.

We also take pride in looking ahead to the future of motoring. Influencing public policy through research, best practices and lessons learned will enable us to provide a safer and healthier motoring environment for future generations of drivers. This is our goal today.

In this latest edition of our Statement of Policy, perhaps our most important section is on the environment. Substantial revisions from last year demonstrate a shift in the Canadian consciousness on this subject — and we endeavour to help realize that change.

I encourage you to read through the following pages of our Statement of Policy and witness the caring innovation that is evidenced in this document.

We hope you will find the 2006–2007 edition of the Statement of Policy useful and informative. We welcome your comments and would be pleased to hear from you if you have questions or comments about our position.

A handwritten signature in black ink, appearing to read "W. Stow". The signature is written in a cursive, slightly stylized font.

**William E. Stow, CA  
Chair**



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Policies express the goals, objectives and principles of CAA on matters of importance to travellers and motorists. Recommendations are statements of action encouraged by CAA to implement policy in the current year, and expire each year unless re-adopted by the Annual Meeting or by referendum.

Policies and recommendations are formulated by the Member Clubs and reviewed by the CAA Public and Government Affairs Committee and the President/CEOs Committee. They are then presented at the Annual Meeting for adoption.

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# Group I — Transportation Facilities

## Policy 1.1

### Mobility

Mobility is the cornerstone of modern society, and the private automobile is the principal means of mobility for most Canadians. The automobile allows individuals to realize personal, social and economic goals, permits commerce to flourish and facilitates national travel. Governments should approach all transportation-related topics with a view to ensuring mobility today and for future generations.

(O-94)

## Policy 1.2

### Road Planning, Development and Coordination

The provision of an efficient and safe system of roads is an essential responsibility of all levels of government. Planning, construction, maintenance and administration should be based upon sound uniform economic, social and engineering criteria. New safety-related research should be incorporated into engineering standards on a timely basis. Road authorities and traffic engineers should adopt current best practices in road safety engineering, including road safety audits for new construction, and operational reviews of existing road networks to identify and remediate high-crash frequency locations. Financial arrangements between all levels of government should be clearly enunciated to ensure the continuing and proper maintenance of road systems.

(O-73,R-74,77,01)

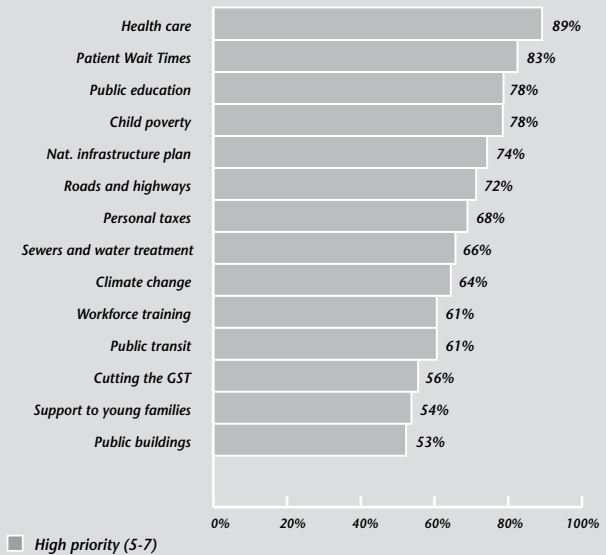
#### Recommendation 1.2.1

### National Highway Policy

Governments should establish a national highways policy that provides for the establishment of a national primary highways network, strategically planned improvements, and expansion of the network to meet national and regional needs. Funding provisions, established as part of the policy, should recognize: the economic importance to the entire country of an efficient road system; the need to ease the inequitable tax burden currently applied to road users; and the need to refrain from applying tolls.

(O-88,R-91,95,98,99,01)

### How much of a priority should the federal government place on ... ?



Source: Public Opinion Survey, CAA, 2006

#### Recommendation 1.2.2

### Trans-Canada Highway

Federal and provincial governments should upgrade the Trans-Canada Highway as part of a safe and reliable National Highway System and ensure the provision of at least one divided highway coast-to-coast.

(O-74,R-75,77,78,98,03)

#### Recommendation 1.2.3

### Road Maintenance

Governments are urged to prioritize and execute frequent patching or surface treatment of roads to minimize or delay the need for more expensive reconstruction.

(O-86,R-01)

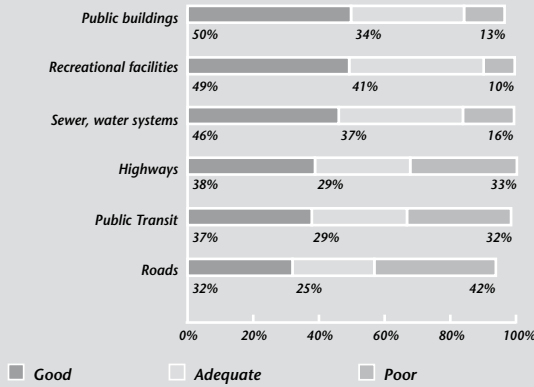
## Policy 1.3

### Road Funding

Road users must be protected from inequitable taxation policies that do not recognize the value of roads to the general public. Existing road-user revenues, such as fuel taxes, vehicle registration fees and driver license fees, should fund road construction and maintenance.

(O-93,R-98,01)

**How would you rate the condition of...**

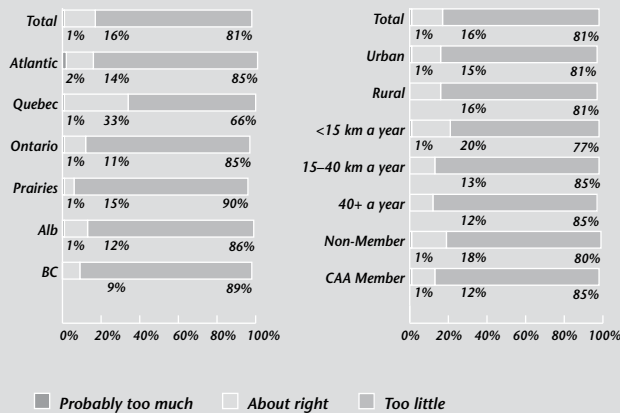


Source: Public Opinion Survey, CAA, 2006

**Recommendation 1.3.1  
Highway Investment Funds**

Federal and provincial governments should place road-user revenues into highway investment funds for the purpose of ensuring adequate funding of highways. (O-93,R-98)

**Of the \$5 billion collected in excise gasoline taxes, less than 2.5% was dedicated to building and maintaining roads and highways in Canada last year. Would you say that this amount is probably too much, too little, or about right?**



Source: Public Opinion Survey, CAA, 2005

**Policy 1.4**

**Road/Railway Level Crossings**

Where practicable, road/railway level crossings should be eliminated. Where road/railway level crossings must be retained, maximum possible security for motor transportation has to be provided. No future level crossings should be created on primary roads or where there is a high volume of vehicular traffic. (O-68,R-73,75,77,78,01)

**Recommendation 1.4.1**

**Road/Railway Level Crossings — Funding**

The federal government should continue its support and funding to eliminate road/railway level crossings where practical, and for improved protection at all level crossings. (O-78,R-89,99,01)

**Recommendation 1.4.2**

**ReflectORIZATION of Railway Cars**

The federal government should require all railway cars to be clearly marked with reflective material as a means of reducing road/railway collisions. (O-94,R-99,01)

**Recommendation 1.4.3**

**Improvements to Road/Railway Level Crossings**

The federal government should require grade separations, lighting and automated barriers at individual road/railway intersections, to provide the maximum possible security for motorists. (O-99,R-01)

**Policy 1.5**

**Road Conspicuity**

Improved night driving conditions can be achieved through improved street and highway lighting and signing, and more visible roadway delineation. (O-74,R-01)

**Recommendation 1.5.1**

**Road Conspicuity Standards**

Governments are urged to regularly assess standards pertaining to road lighting, sign illumination and reflective roadway markings, to achieve optimum night driving conditions. (O-76,R-77,96,01)

**Recommendation 1.5.2**

**Traffic Control Devices Recognition**

Installation of commercial signs and street decorations should be controlled by the road authorities responsible for the installation and maintenance of traffic control devices to ensure that signing or lighting does not conflict with or detract from the effectiveness of such traffic control devices. (O-77,R-78)

**Policy 1.6**

**Highway Emergency Medical Service Standard**

A uniform, high standard of providing highway medical treatment and service should be developed for use across Canada. (O-72,R-75,76,77,01)

### **Recommendation 1.6.1**

#### **Highway Emergency Medical Service**

All governments are urged to provide uniform, high standards of highway emergency treatment at the scene of a crash and to expedite the movement of victims to the nearest properly equipped hospital through the use of helicopters and other aircraft or any other suitable means of transport.

(O-74,R-75,76,83,99,01)

### **Recommendation 1.6.2**

#### **Emergency Medical Vehicle Staff and Equipment**

All medical emergency vehicles should be equipped and staffed to provide a high level of medical treatment for victims at the scene of a crash or in movement to the nearest hospital.

(O-99,R-01)

### **Recommendation 1.6.3**

#### **Emergency Medical Vehicle Staffing Qualifications**

All personnel should be trained under the Canadian Medical Association program in accordance with the competency requirements of the Paramedic Association of Canada.

(O-99,R-03)

## **Policy 1.7**

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### **Emergency Communications Systems**

Emergency communications systems are effective in reducing road fatalities, solving motoring emergencies and maintaining operational efficiency.

(O-79,R-01)

### **Recommendation 1.7.1**

#### **Emergency Road Communications Systems**

Governments should place emphasis on the research, development and installation of effective emergency road communications systems designed for quick response to emergency situations.

(O-79,R-80,99,01)

## **Policy 1.8**

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### **Master Transportation Plan for Canada**

CAA supports an integrated master transportation plan for Canada that coordinates and rationalizes the use of road, rail and air infrastructure for optimum safety, efficiency and minimum environmental impact.

(O-90,R-01)

### **Recommendation 1.8.1**

#### **Freight Transportation Management**

The freight transportation industry should be coordinated by government so as to make best use of the road, rail and air infrastructure for improved safety, reduced congestion, reduced wear and tear on the road infrastructure, and reduced emissions.

(O-90,R-95)

## **Policy 1.9**

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### **Urban Transportation Planning**

Urban transportation planning should be based on factual analysis of current transportation requirements and projections of future transportation needs, recognizing the individual's choice or need to use private vehicles. Coordinated administration of all levels of government is essential to produce comprehensive transportation plans based on sound planning principles to cope with the growth of urbanization.

(O-65,R-71,74,75,77,90,01)

### **Recommendation 1.9.1**

#### **Urban Transportation Planning**

Urban transportation should include a system of high quality, controlled access roads providing for maximum use of the road system through the application of modern principles of traffic engineering, and provision of properly located and adequate terminal facilities for motor vehicles. Full consideration should be given to use of transit systems when they are included as an integral part of a total urban transportation plan, and provide for adequate interface with motor vehicles.

(O-65,R-71,74,75,77,78,01)

### **Recommendation 1.9.2**

#### **Traffic Management**

Governments should implement programs to alleviate road congestion including, but not limited to, improvements to the road system, such as:

- a) addition of protected left-turn facilities and one-way streets where feasible;
- b) optimized computer-controlled traffic signal timing, including use of vehicle sensing loops and road geometry improvements;
- c) encouragement of multimodal transportation through the addition of park and ride lots and bicycle/walking paths;
- d) addition of high-occupancy vehicle (HOV) lanes for buses, taxis and cars with two or more occupants;
- e) elimination of unnecessary stop signs and signals;
- f) introduction of limited-access roads as required, with grade separations at crossing roadways or railways to maintain smooth, non-stop traffic flow; and
- g) Intelligent Transportation Systems (ITS).

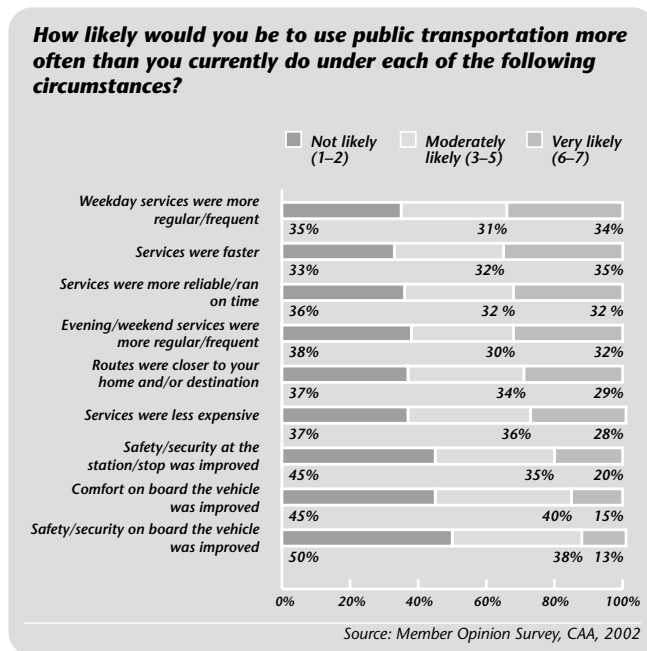
(O-80,R-91,92,00,01)

### Recommendation 1.9.3

#### Public Transit Management

Governments should devise and implement improvements to public transit systems, which promote accessibility, reliability and convenience, thereby increasing usage.

(O-91)



### Recommendation 1.9.4

#### Allocation of Funds

While it is recognized that improvements to transit systems will require additional funds, governments must also devote increased funding for road improvements and expansion of roads to reduce congestion and ensure good road conditions.

(O-91)

### Recommendation 1.9.5

#### Intelligent Transportation Systems

The federal government is encouraged to research, develop and employ ITS technologies that can make roads safer, more efficient and environmentally friendly. CAA supports the use of ITS, provided the applications are tested and evaluated for their potential impact on safety and the environment prior to entering the transportation system.

(O-00)

### Recommendation 1.9.6

#### Roundabouts and Intersection Safety

Given the substantial cost savings and reductions in injury frequency and severity, modern roundabouts should, where appropriate, be the preferred alternative for new construction and as a replacement for collision-prone right-angle intersections and old style traffic circles.

The implementation of roundabouts as an alternative to right-angle intersections must follow internationally accepted design criteria and standards and be supported by effective awareness and education campaigns.

(O-03)

### Recommendation 1.9.7

#### Rumble Strips

Continuous shoulder and centerline rumble strips are a cost-effective countermeasure to run-off-road and left-of-centre crashes. All new and upgraded road construction projects should include a requirement for continuous milled shoulder rumble strips on all paved highways and continuous milled centerline rumble strips on undivided highways.

All paved highways should be built with rumble strips and where practical with wide enough shoulders to permit the installation of rumble strips while still leaving enough shoulder to permit the safe passage of bicycles.

Rumble strips should be installed in accordance with the Transportation Association of Canada's *Best Practices for the Implementation of Shoulder and Centreline Rumble Strips (2001)*.

(O-04,R-06)

### Recommendation 1.9.8

#### Transportation Noise

Governments, industry, transportation planners and designers, construction engineers and private developers are urged to cooperate in the development of uniform standards to control excessive noise from all types of transportation vehicles and infrastructure. Governments are urged to enact and enforce such standards.

A combination of strategies to reduce noise sources should include modern acoustical technology, lower vehicle noise levels, and better urban planning to lessen the adverse impacts of transportation noise.

(O-71,R-74,75,80,01,03,06)

## Policy 1.10

### Car-Free Zones

Large urban car-free zones other than for green spaces, market squares and pedestrians, are opposed as an undue limitation on mobility.

(O-94)

### ***Recommendation 1.10.1***

#### **Implementation of Car-Free Zones**

Governments should not resort to car-free zones as a means of addressing air quality or congestion problems. The effects of car-free zones in urban cores will be to disperse businesses and other activities from a central location and increase the amount of transportation required to reach the new diverse locations. Furthermore, new congestion will be caused on the perimeter of the car-free zone and people will be deprived of access to services within or near the zone.

(O-94,R-01)

### **Policy 1.11**

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#### **Parking**

Adequate off-street parking facilities are essential for the safe, orderly and economical flow of traffic. On-street parking should be prohibited when curb lanes are required for the movement of traffic.

(O-65,R-71,74,75,77)

### ***Recommendation 1.11.1***

#### **Parking Availability**

Governments should not limit parking either through supply management or through pricing as a means of addressing congestion or air quality problems. The effects of limiting parking will be to disperse businesses and other activities from the area and create new congestion on the perimeter. Furthermore, people will be deprived of access to services within or near the area.

(O-94,R-01)

### **Policy 1.12**

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#### **Bicycling**

In the interest of safety, bicycle traffic should be separated from motor vehicle traffic, where feasible.

(O-73,R-75,77,78,82,83)

### ***Recommendation 1.12.1***

#### **Bicycling**

Governments and police services are urged to enact and enforce uniform laws governing use of, and design and equipment standards for, bicycles, and to cooperate in the development of facilities to separate bicycle traffic from motor vehicle traffic, where feasible.

(O-74,R-75,76,77,78,83,86,01)

### **Policy 1.13**

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#### **Accessibility**

Measures designed to make travel and transportation more accessible for people with disabilities are required to improve mobility for all Canadians.

(O-80,R-86,99)

### ***Recommendation 1.13.1***

#### **Accessible Transportation**

Government and commercial interests are urged to take all reasonable steps towards providing fully accessible services and amenities, both public and private, to facilitate the travel and transportation of persons with disabilities and to accelerate the development of specialized transit services.

(O-80,R-83,86,99)

### ***Recommendation 1.13.2***

#### **Use of Designated Parking Facilities**

Governments are urged to make available and ensure the proper usage of parking facilities for vehicles displaying the identification marker for motorists with disabilities.

(O-86,R-99)

## Group II — Taxation

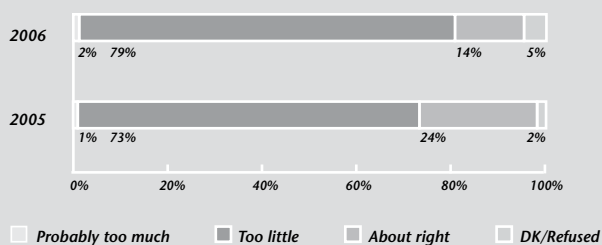
### Policy 2.1

#### Motor Vehicle Taxes

Any form of motor vehicle taxation designed to restrict the use of private motor vehicles, to force motorists to change the type of vehicle they drive, or to supplement general revenues of any level of government, is opposed. Further, the private motorist has a responsibility to bear only a fair share of the costs of the construction and maintenance of roads. Any taxation or levy of the motorist by licensing, gasoline tax or other means, by any authority within a province other than the provincial government, is opposed.

(O-65,R-72,74,75,76,77,78,80,85,98,01)

**“Of the \$5 billion collected in excise gasoline taxes each year, about 8% was dedicated to building and maintaining roads and highways in Canada in 2004–2005. Would you say that this amount is probably too much, too little, or about right?”**



Source: Public Opinion Survey, CAA, 2006

#### Recommendation 2.1.1

##### Tax on Transportation Fuels

The federal government should reduce the excise tax on transportation fuels to a level commensurate with federal investment in roads and spread the remaining tax burden over a broader tax base consistent with a policy of fairness through tax reform. In no case should the federal government retain special taxes or charges on transportation fuels to reduce deficits or to obtain revenue for general operating purposes.

(O-77,R-78,80,81,82,85,86,87,94)

#### Recommendation 2.1.2

##### Application of Sales Tax to Gasoline

Governments should ensure that any sales tax on gasoline is applied to the pre-tax price only.

(O-92,R-98)

#### Recommendation 2.1.3

##### Air Conditioner Tax

Until the tax is removed federal and provincial governments need to establish guidelines for automotive dealers specifying how the air conditioning manufacturer's excise tax should be indicated on sales contracts and lease agreements.

(O-77,R-78,79,05)

#### Recommendation 2.1.4

##### Highway Cost Allocation

Provincial governments are urged to conduct highway cost allocation studies to:

- determine the relative share of highway costs, both construction and maintenance, that should be borne by each user class;
- determine if each user class is currently paying its fair share of highway costs; and
- if necessary, recommend methods of adjusting provincial fees and taxes for each user class to ensure that each class is paying its fair share of highway costs.

(O-82)

#### Recommendation 2.1.5

##### Congestion Pricing/CO<sub>2</sub> Tax

The government should not impose congestion pricing, such as CO<sub>2</sub> taxes, in addition to existing federal road user fees such as gasoline taxes.

(O-00)

#### Recommendation 2.1.6

##### Taxation of Emission Control Devices

Governments should eliminate sales taxes from emission control equipment on new vehicles and on equipment sold as aftermarket replacement parts.

(O-90,R-01,06)

### Policy 2.2

#### Air Travel Taxation

Given the major impact air transportation costs have on Canada's ability to compete in global markets, and on the tourism industry, and the inordinate cost burden borne by Canadian air travellers, the federal government should set the air transportation-related revenue it collects at a level commensurate with the expenditures arising from its limited role in supporting the air transportation system.

(O-99)

### **Recommendation 2.2.1**

#### **Passenger Facility Charges**

The federal government should develop guidelines for passenger facility charges and other user fees that require these funds to be used only for airport-related operations and/or operations for which airport authorities would be held accountable. The guidelines should include a provision to limit the number of charges per flight.

(O-99)

### **Recommendation 2.2.2**

#### **GST and HST on Airline Tickets**

The application of GST and HST on airline tickets for transborder travel to the United States is an inconsistent taxation policy. The government should not apply GST and HST on any international airline tickets.

(O-00,R-03)

### **Recommendation 2.2.3**

#### **Air Travellers Security Charge**

The Air Travellers Security Charge should reflect actual costs for improved security measures. The Charge should be dedicated solely to improvements in security and to meeting the direct, on-going costs associated with its purpose. It should be subject to an independent cyclical review to ensure the transparency and integrity of the fees charged. Double charging for air travel that includes both a domestic and international leg in the journey, using a scheduled airline and a charter airline is opposed.

(O-03,R-06)

## **Policy 2.3**

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### **Toll Facilities**

Given the substantial tax burden borne by motorists, roads and bridges should be free of tolls.

(O-65,R-74,98,01)

### **Recommendation 2.3.1**

#### **Use of Toll Facilities**

Given the substantial and inequitable tax burden borne by motorists, the imposition of tolls is opposed. Toll should only be considered if, after all motoring tax revenues have been applied to road construction and maintenance:

- a) there is a shortfall in available motoring tax revenues;
- b) where built as a public/private partnership, the road in question reverts to public ownership and tolls are removed immediately upon recuperation of construction costs (including built-in profit margins);
- c) tolls are collected in a manner that has minimal impact on traffic congestion;
- d) tolls for heavy vehicles are proportionate to their share of increased capital and maintenance costs;

- e) there are alternative, properly maintained non-toll roads in reasonable proximity;
- f) certain adjustments are made to fuel taxes or other provincial fees to counterbalance any regional inequities caused by the toll facility; and
- g) toll revenue is totally dedicated to the infrastructure being tolled.

(O-93,R-98,01,03)

### **Recommendation 2.3.2**

#### **Public-Private Partnerships**

Governments should consider all options for the development of efficient road transportation infrastructure, including the construction and operation of highways in partnerships with the private sector. However, due to the relative unfamiliarity most Canadians have with the concept of public-private partnerships, governments must first ensure a high level of public awareness and understanding of the potential benefits, risks and realities associated with public-private partnerships before entering into any such arrangements for the development of highway infrastructure.

(O-03)

## **Policy 2.4**

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### **Freight Transportation Tax Policy**

Canada's transportation tax policy has contributed to a major shift in freight volumes from rail to road, adding to congestion, safety problems and wear and tear on road infrastructure. Transportation taxes should be restructured to:

- a) ensure that tax treatments for individual modes of freight transportation (air carriers, buses, trucks, trains, and marine) are fair and unbiased and are not detrimental to other modes of transportation;
- b) harmonize tax policies between all levels of government and between Canada's major trading partners, to optimize our competitive position;
- c) ensure taxes are equitable based on user-pay concepts; and
- d) ensure that revenues are earmarked for transportation purposes.

(O-95,R-04)

# Group III — Vehicle Standards

## Policy 3.1

### Motor Vehicle Safety Standards

Federal performance standards for occupant protection systems and other safety features in new motor vehicles have proven to be effective in reducing injuries and fatalities in road crashes. Research and development of safety systems must be continued. Before enacting regulations requiring new safety systems, there must be clear evidence as to their need and that their cost is commensurate with the benefits derived.

(O-70,R-71,74,75,76,77,78,89,99)

#### Recommendation 3.1.1

##### Air Bags

The federal government should require that supplemental air bag safety devices be installed in all new automobiles, vans and light trucks. Air bags should be considered as a supplement to three-point seat belts, which must be maintained as mandatory equipment.

Governments are urged to ban the reconstruction, sale and possession of air bags having already been deployed in a collision (rebuilt air bags). Consumers should not be allowed to operate a motor vehicle equipped with a rebuilt air bag.

Governments are urged to introduce stringent standards to control the construction, installation and inspection of air bags that have not deployed in a collision but have been removed from the original vehicle (recycled air bags).

Governments and industry should cooperate in the development of registration programs designed to establish a data base of consumers who have purchased recycled air bags to ensure recall information can be provided to them as required.

(O-78,R-82,89,92,01,03,04)

#### Recommendation 3.1.2

##### Shoulder Belt Fit

The federal government should require automobile manufacturers to equip all new motor vehicles with adjustable shoulder belt systems at all seating positions to ensure a proper fit is achieved for occupants without compromising safety effectiveness.

CAA calls on auto makers to ensure seat belt systems are designed to accommodate occupants of various sizes and ages with comfort.

(O-91,R-01,04)

#### Recommendation 3.1.3

##### Tether Anchorages for Child Car Seats

Transport Canada should expand the tether anchor regulation for child car seats to include convertibles, which are currently exempt from this regulation. The allowance for a user-ready tether anchorage should be a routine requisite for new passenger vehicles under the *Motor Vehicle Safety Act*.

(O-74,R-75,76,77,78,80,82,84,89,99,01)

#### Recommendation 3.1.4

##### Design of Child Car Seats

Manufacturers are encouraged to permanently attach the tether strap onto forward-facing child car seats. The date of manufacture should be permanently imprinted onto all child car seats. Critical instructions should be permanently bonded or molded onto the seat base or in some other prominent position. A pouch should be permanently attached to the seat for storage of full instructions. These instructions should include a warning not to place rear-facing infant or convertible seats in a position opposite an airbag release point.

(O-92,R-94,95,99,01)

#### Recommendation 3.1.5

##### Aftermarket Equipment

Provincial governments are urged to enact legislation to prohibit the sale, importation, or use of any safety-related parts or aftermarket equipment such as non standard lights or bumpers, not meeting a minimum standard equivalent to those in effect for new vehicle components.

(O-74,R-75,77,79,82,04)

#### Recommendation 3.1.6

##### Motor Vehicle Tire Standards

Provincial governments should enact legislation requiring that motor vehicle tires have a wearing thickness of no less than 1.6 millimetres (1/16 of an inch) of tread on the tire face, and that use beyond this limit should be prohibited.

(O-75,R-77,82)

#### Recommendation 3.1.7

##### Recapped Truck Tires

Provincial governments should prohibit the use of retreaded tires on the steering axles of trucks having a gross vehicle weight rating in excess of 4,500 kilograms (10,000 pounds).

(O-80,R-82,01)

### **Recommendation 3.1.8**

#### **Automatic-on Taillights**

Canadian Motor Vehicle Safety Standards should be amended to require all new vehicles to be equipped with systems which automatically switch from daytime running lights to full vehicle lighting as ambient light levels dictate. In addition, daytime running light standards should be amended to require illumination of taillights to improve vehicle visibility from the rear.

(O-95,R-04)

### **Recommendation 3.1.9**

#### **Lamp Burnout Indicator**

The federal government should establish a motor vehicle safety standard which would require that vehicle manufacturers include an indicator light on the panel to show the driver that the headlamp, brake light or daytime running light is burned out.

(O-87)

### **Recommendation 3.1.10**

#### **Lockout Prevention Technology**

Motor vehicle manufacturers should be encouraged to make keyless entry options more available on new vehicles, to reduce the incidence, cost, and particularly the safety concerns of vehicle lockouts.

(O-90,R-94,01)

### **Recommendation 3.1.11**

#### **Removable Seats in Light Trucks and Vans**

Removable seats in light trucks and vans should meet strength and attachment standards according to Canada Motor Vehicle Safety Standards complete with a warning signal to inform the driver if the seat is not properly secured.

(O-88,R-96,04)

### **Recommendation 3.1.12**

#### **Bumper Standards**

The federal government should establish motor vehicle safety standards that require energy-absorbing bumpers of uniform height for all sport utility vehicles, light-duty pickup trucks, buses, recreational vehicles and trailers licensed for road travel. These bumpers should be compatible with the height of automobile bumpers.

(O-71,R-73,74,78,81,88,99,01)

### **Recommendation 3.1.13**

#### **Truck Underride Protection**

The federal government should establish a motor vehicle safety standard that would require energy-absorbing side and rear underride protection bumpers of uniform height for all trucks, buses, recreational vehicles and trailers licensed for road travel. These bumpers must be compatible with the height of automobile bumpers and should protect pedestrians and cyclists.

(O-79,R-82,88,98,01)

### **Recommendation 3.1.14**

#### **Splash and Spray Protection**

The federal government should amend the Canadian Motor Vehicle Safety Standards to require the use of aerodynamic designs for heavy trucks in an effort to minimize splash and spray during wet road conditions and reduce fuel consumption.

Provincial and municipal governments are urged to make a priority, the enforcement of equipment designed to reduce splash and spray, already in use on commercial vehicles, including but not limited to mudguards and skirting.

(O-82,R-86,01,05)

### **Recommendation 3.1.15**

#### **Back-up Warning Systems**

Federal and provincial governments are urged to require use of back-up warning systems on vehicles with restricted rear visibility.

(O-88)

### **Recommendation 3.1.16**

#### **Domestic Trailering**

Federal and provincial governments are urged to adopt uniform, minimum-safety standards for equipment such as trailer brakes, hitches, weight-to-horsepower ratio of towing vehicles, and tires.

(O-70,R-71,74,76,77,78,79)

### **Recommendation 3.1.17**

#### **Anti-lock Brakes for Heavy Vehicles**

Federal Motor Vehicle Safety Standards should require anti-lock brakes on all axles of all new air brake-equipped vehicles operating in Canada.

(O-94,R-01,04)

### **Recommendation 3.1.18**

#### **Head Restraints**

Canadian Motor Vehicle Safety Standard 202 should be revised to require head restraints at all seating positions in passenger and utility vehicles. In the case of adjustable head restraints, the restraints should be required to extend at least 80 cm above the seat cushion in the mid-range position. Adjustable head restraints should also be required to lock in place, to ensure that the occupant is protected in the event of a collision. All head restraints should be required to meet a set back dimension of 5 cm or less for maximum effectiveness.

(O-00)

### Recommendation 3.1.19

#### Low Tire Pressure

Transport Canada is urged to establish a standard requiring tire pressure monitoring systems (TPMSs) to be installed in new passenger cars and in new light trucks and multipurpose passenger vehicles, and commercial vehicles. Each vehicle's system would include a warning indicator that illuminates to inform the driver when the vehicle has a significantly under-inflated tire. Transport Canada is also urged to collect data regarding pre-crash tire pressures in association with crash types.

The introduction of tire pressure monitoring technology and applicable standards should be supported by a strong educational campaign to reinforce the importance to motorists of frequently checking tire pressure.

(O-02,R-04)

### Recommendation 3.1.20

#### Event Data Recorders

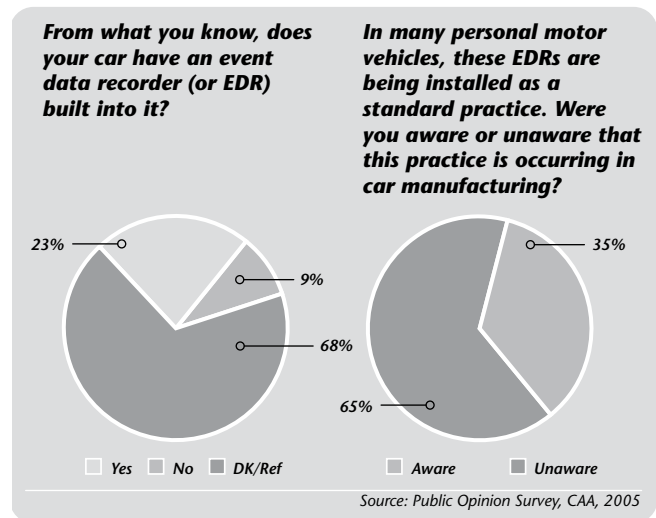
CAA recognizes the value of EDR's as an information tool with respect to road safety. The following recommendations balance the useful data of EDR's with the privacy rights of the individual.

- Transport Canada should require motor vehicle manufacturers to equip all new vehicles with on-board crash sensing and recording devices and establish minimum standards for recorder performance and types of data to be collected.
- All motor vehicle owners must be adequately notified that EDRs have been installed in their vehicle and the type of information collected must be clearly identified.
- The collection, storage and dissemination of data from on-board recorders must be governed by protocols that restrict access to individual identifier information and protect the individual's right to privacy.
- Information collected from on-board recorders should be made available to traffic safety advocates and researchers for the purposes of providing accurate data to analyze motor vehicle traffic collisions to improve traffic safety.
- The general public should be made aware of event data recorders and how they can be used to make roads and vehicles safer for motorists and pedestrians.
- To protect the individual's right to privacy, motor vehicle event data recorder legislation, regulations and standards should incorporate the following principles:
  - On-board data recorders and associated data belong to the vehicle owner.

— The use, storage and dissemination of data collected from motor vehicle event data recorders must comply with federal and provincial laws governing privacy and information use.

— When motor vehicle event recorder data is made public for the purposes of traffic safety research, the last 6 digits of the Vehicle Identification Number should be removed so that the specific vehicle and its current and previous owners cannot be identified. Any vehicle photos that accompany the motor vehicle event data recorder file should have the vehicle identification number and license plate obscured.

(O-05)



## Policy 3.2

### Recall Campaigns

The federal government should give Transport Canada the authority to force recalls. Recall of products by manufacturers of motor vehicles or after-market equipment to correct safety-related defects is recognized as a positive measure to effect safer motor vehicle operation. Recall campaigns should continue to have as their goal the correction of safety-related defects in 100 percent of the affected vehicles or components.

(O-76,R-78,79,99)

### Recommendation 3.2.1

#### Recall Campaign Notification

Upon notification, current owners of motor vehicles with safety-related defects should be compelled by legislation to return their vehicle to the manufacturers' representative for correction within a prescribed time, or to provide evidence that the defect has been corrected.

Motor vehicle manufacturers should not be permitted to use personal information furnished by the government for any purpose other than recall and defect notification.

(O-76,R-79,01)

### ***Recommendation 3.2.2***

#### **Tire Registration Systems**

The federal government should continue to monitor tire registration systems developed by manufacturers and importers to ensure that all tires sold are being properly recorded.

(O-79,R-83)

### ***Recommendation 3.3.2***

#### **School Bus Safety Research**

The federal government is urged to conduct further research aimed at improving the effectiveness of current school bus occupant protection primarily in mini-buses and in rollover and lateral impact collisions.

(O-02)

## **Policy 3.3**

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### **Student Transportation**

The highest degree of safety must be provided in all areas of student transportation.

(O-65,R-71,74,75,76,78,02)

### ***Recommendation 3.3.1***

#### **School Bus Identification**

All jurisdictions are urged to adopt chrome yellow and black as the standard colours for school buses, together with appropriate signs and signals when used in the transportation of school children. All signing must be removed or covered when the bus is temporarily used for other purposes. When the bus is sold, or permanently being used for other purposes, the colour and signing must be changed and flashing lights rendered inoperable so that it cannot be mistaken for a school bus.

When other vehicles are used temporarily for the transportation of school children, standard signing should be required. All such signs must be removed or covered when the vehicle is used for its regular purpose.

(O-72,R-74,75,77,86,04)

# Group IV — Consumer Needs

## **Policy 4.1**

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### **Motor Vehicle Warranties**

Vehicle manufacturers and retailers should be required to provide insured warranties for the materials, workmanship and performance of new and used vehicles.

(O-72,R-75,77,78,82,01)

#### **Recommendation 4.1.1**

### **Motor Vehicle Warranty Standards**

Provincial governments are urged to enact uniform legislation establishing warranty standards for new and used vehicles that require manufacturers and retailers to:

- a) provide to the vehicle purchaser complete warranty conditions in clear and understandable language;
- b) repair or replace defective workmanship or materials originating within the warranty period at no cost to the purchaser/owner;
- c) return replaced parts to the vehicle owner or make them available for inspection by the customer for a maximum of 72 hours following completion of all repairs; and
- d) clearly notify consumers regarding the grades of fuels, if any, that can be used with their vehicle and what the warranty implications are of misfuelling the vehicle.

(O-72,R-74,75,76,77,78,82,94,01)

## **Policy 4.2**

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### **Displaying Vehicle Prices**

The asking price of all vehicles for sale by dealers should be displayed for prospective purchasers to view.

(O-91,R-01)

#### **Recommendation 4.2.1**

### **Displaying Prices on Cars for Sale**

Provincial governments should enact uniform legislation that requires all automobile dealers to display factory and invoice prices for all new vehicles. The asking price should be displayed for all used vehicles.

(O-91,R-01)

#### **Recommendation 4.2.2**

### **Vehicle Sales Documentation Fees — Disclosure Guidelines**

Provincial motor dealer associations and other consumer stakeholders are encouraged to develop clear guidelines for the automotive industry in Canada with regard to the disclosure and introduction of documentation fees during the vehicle purchase process in accordance with existing consumer protection legislation. In addition, motor dealer associations and other stakeholders should engage in public awareness and education efforts to ensure consumers and dealers are aware of these guidelines.

(O-05)

## **Policy 4.3**

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### **Training and Licensing of Motor Vehicle Technicians**

The training and licensing of all motor vehicle technicians should be uniform across Canada.

(O-74,R-75,77,78,94)

#### **Recommendation 4.3.1**

### **Economic Incentives for Motor Vehicle Technicians**

Federal authorities are urged to permit licensed technicians to include the cost of their tools as a tax-deductible expense.

(O-89)

#### **Recommendation 4.3.2**

### **Training Technicians for Alternative Fuels**

Educational institutions offering automotive repair and maintenance programs should provide adequate training in the area of alternative-fuel vehicles, in order to ensure safe and accessible servicing of such vehicles.

(O-92)

#### **Recommendation 4.3.3**

### **Freedom of Choice for Vehicle Repair**

Consumers should have the freedom to choose where to have their vehicle serviced or repaired, whether it is a dealer-operated shop or an independent facility. Vehicle manufacturers should make available to independent shops and other dealers at fair market value the same diagnostic codes, training materials and access to equipment that is available to dealer-operated shops.

(O-04)

## **Policy 4.4**

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### **Motor Vehicle Corrosion**

Manufacturers have a responsibility to design rust resistant vehicles and to offer effective, warranted, rust inhibitive coatings. Aftermarket service industries also have a responsibility to offer effective, warranted, rust inhibitive coatings.

(O-77)

#### **Recommendation 4.4.1**

### **Motor Vehicle Corrosion**

Motor vehicle manufacturers and importers are urged to adopt the Anti-Corrosion Code and provide to the vehicle owner complete warranty conditions in clear and understandable language.

Aftermarket service industries offering rust-inhibitive coatings should be required to adopt national performance standards for coating materials; to ensure applicator proficiency; and to provide effective inspection and warranty service.

Provincial governments are urged to study the need for anti-corrosion legislation covering the performance of motor vehicle manufacturers, importers and aftermarket service industries.

Manufacturers, importers, aftermarket industries and consumer groups should cooperate to increase owner awareness of the cause, economic consideration and prevention of motor vehicle corrosion.

(O-77,R-78,79)

## **Policy 4.5**

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### **Vehicle Design**

Design and construction of motor vehicles should minimize difficulties encountered in repairing, starting, hoisting and towing, and should reduce the effects of collision impacts.

(O-78)

#### **Recommendation 4.5.1**

### **Vehicle Design for the Canadian Market**

In designing vehicles for the Canadian market, motor vehicle manufacturers should give special consideration to Canadian climate conditions, Canadian roads and Canadian driving habits.

(O-82,R-01)

#### **Recommendation 4.5.2**

### **Automotive Seat Design Standards**

Canadian Motor Vehicle Safety Standards governing seat back strength in light-duty passenger vehicles (CMVSS 207) must be upgraded to ensure the integrity of the occupant protection system in collisions. The new standard should require both static and dynamic testing under simulated crash conditions.

(O-02)

#### **Recommendation 4.5.3**

### **Safe Vehicle Design and Standards**

Canadian Motor Vehicle Safety Standards should require that proven new safety technologies become standard equipment on all new vehicles as soon as the cost effectiveness of the technology in mass production can be demonstrated.

(O-02)

#### **Recommendation 4.5.4**

### **Vehicle Design Process**

The federal government and vehicle manufacturers should collaborate on the development of a new process of vehicle design and motor vehicle safety standards that take into consideration the complex interrelationships between the vehicle, the driver, the road, and other elements of the road transportation system (integrated system approach).

(O-02)

#### **Recommendation 4.5.5**

### **Odometer Tampering**

Odometer fraud is a significant problem in Canada costing consumers millions of dollars each year. The federal government should require motor vehicle manufacturers to develop odometer systems to eliminate the potential of odometer tampering.

Provincial and territorial governments should collect odometer readings on all vehicles when odometers are repaired or replaced, at the time vehicle licenses are renewed and when vehicles are sold and re-registered to:

1. allow for the creation of an accurate database of vehicle kilometres travelled; and
2. to create a history of vehicle's odometer readings to be included in provincial and territorial registries' vehicle information report for the purposes of eliminating odometer fraud.

(O-03)

## **Policy 4.6**

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### **National Policies on Energy**

The federal government has the responsibility to establish national policies on energy that will ensure security and self-sufficiency of petroleum supply for Canada in the short term and the development of alternative sources of energy for motor vehicle transportation.

(O-81,R-82,83,94,01)

### **Recommendation 4.6.1**

#### **National Policies on Energy**

The federal government must ensure that national policies on energy will:

- a) encourage economy in the use of fuels by all users;
- b) conserve indigenous petroleum resources;
- c) accelerate research into and development of alternative energy resources;
- d) encourage stationary users of petroleum fuels to convert to alternative fuels; and
- e) provide for a national energy conservation campaign.

(O-79,R-80,81,82,87,94,01)

### **Recommendation 4.6.2**

#### **Energy Coordination**

All levels of government are urged to coordinate programs and activities to present a unified approach to energy, conservation and fair pricing.

(O-79,R-85,01)

### **Recommendation 4.6.3**

#### **Fairness in Pricing**

The oil industry should immediately pass back to consumers any reductions in federal or provincial taxes and continue to pass back reductions as a result of lower oil prices. The federal government should closely monitor all sectors of the petroleum industry to ensure that consumers obtain the full benefits of a truly competitive market.

(O-87,R-01)

### **Recommendation 4.6.4**

#### **Promotion of Alternative Fuels and New Technology**

All governments, where feasible, should use low and zero-emission vehicles or alternative fuels vehicles in their fleets to prove their viability and encourage consumer demand for such vehicles.

(O-92,R-05)

### **Recommendation 4.6.5**

#### **Incentives for Alternative-Fuel Usage in Motor Vehicles**

Governments are urged to:

- a) provide industry with incentives to make alternative fuels available and accessible to consumers;
- b) refund the sales tax on any new motor vehicle built to operate on an alternative fuel or converted to operate on an alternative fuel within a short time after purchase; and
- c) provide incentives to promote sales of hybrid electric vehicles and next-generation, zero-emission vehicles, in addition to proposed alternative-fuel incentives for fleets, trucks and buses.

(O-92,R-01,02)

### **Recommendation 4.6.6**

#### **Fuels Research and Development**

More government funding to develop transportation energy should be diverted to alternative and renewable sources. Governments should introduce further strategic incentives that will stimulate research and development and position Canada on the leading edge of energy technologies.

(O-94,R-02)

## **Policy 4.7**

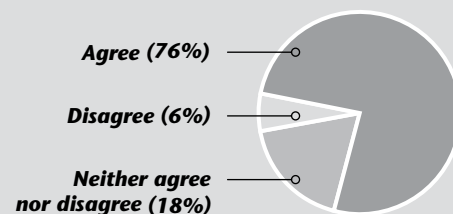
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### **Displaying Fuel Prices**

The retail petroleum marketing industry is urged to post, in an equally visible fashion, the prices of all brands of motor vehicle fuel available at each outlet and clearly state the cost components of the pump price, indicating the retail component independent from the taxation component.

(O-83,R-00)

*The components of the pump price should be clearly displayed on every gasoline pump in Canada.*



Source: Member Opinion Survey, CAA, 2000

## **Policy 4.8**

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### **Alcohol-Blended Fuel**

Motorists have the need and the right to know if they are purchasing a fuel blended with alcohol and, if so, the exact blend. Consumers also need to be made aware of any restrictions on the use of alcohol-blended fuels in their motor vehicles.

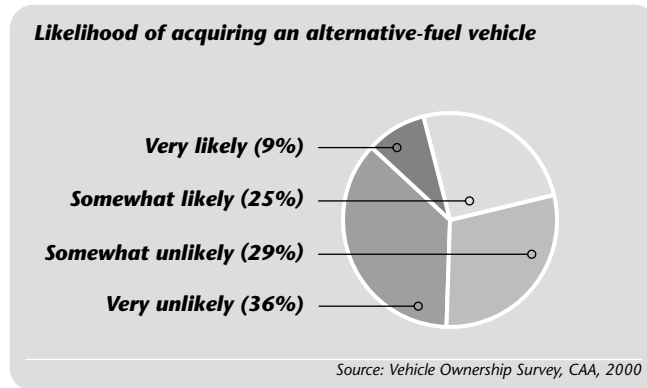
(O-86)

### **Recommendation 4.8.1**

#### **Marketing of Alcohol-Blended Fuels**

Gasoline retailers should be required to label fuel pumps to disclose to consumers the grade of alcohol-blended fuel being dispensed.

(O-86,R-99,01)



### **Policy 4.9**

#### **Car Rentals**

Rental outlets should draw the renter's attention to all contractual requirements and liabilities.

(O-88,R-89,01)

### **Recommendation 4.9.1**

#### **Car Rental Contracts**

Car rental companies should provide standard contracts with a disclaimer on the front, warning renters to read all clauses. All rental companies should allow vehicles to be driven on any publicly maintained roads.

(O-88,R-01)

### **Recommendation 4.9.2**

#### **Child Car Seats in Rental Vehicles and Taxi Cabs**

Car-rental agencies and taxi companies should be required to provide child car seats that comply with Canadian Motor Vehicle Safety Standards and ensure that tether anchorages are installed in all vehicles for easy use by customers.

(O-89,R-94,01)

### **Policy 4.10**

#### **Collision Damage Insurance for Rental Cars**

Car-rental companies should offer their customers reasonably priced insurance so that the motorist is protected from financial risk when renting vehicles.

Motorists should not be faced with the high cost of collision damage waivers if purchased from the rental company, or be held responsible for the entire value of the rental vehicle in the event of any damage to the vehicle.

(O-91,R-01)

### **Recommendation 4.10.1**

#### **Collision Damage Waiver Alternatives**

Consumers should consider other options before purchasing collision damage waivers from car-rental companies. These include using coverage offered by some credit card companies and adding coverage to an existing insurance policy.

(O-91,R-01)

### **Policy 4.11**

#### **Motor Vehicle Theft**

Provincial governments and police services, in cooperation with other organizations, should increase public awareness and prevention programs aimed at combating motor vehicle theft. Motor vehicles must be designed to deter thieves.

(O-94,R-01,06)

### **Recommendation 4.11.1**

#### **Vehicle Parts Identification**

The federal government is urged to require auto makers to place the Vehicle Identification Number on all major automobile component parts, thereby rendering auto theft riskier for chop shops and theft rings.

(O-94,R-01)

### **Recommendation 4.11.2**

#### **Vehicle Registration Systems**

Provincial motor vehicle registration systems should be expanded to include information identifying stolen, rebuilt, irreparable, salvaged or lien-encumbered vehicles and a continuous history of ownership for each vehicle. Provincial registration systems should be linked through a national network to provide authorized access to information from any jurisdiction in Canada.

(O-94,R-01)

### **Recommendation 4.11.3**

#### **Motor Vehicle Theft Offence in Criminal Code**

To improve the quality of information available to the courts regarding the history of offences of the accused, the federal government is encouraged to amend the Criminal Code of Canada to include a specific offence regarding motor vehicle theft and possession of a stolen vehicle.

Recognizing that vehicle theft results in a significant number of injuries and fatalities, the federal government is encouraged to amend the Criminal Code of Canada and the Youth Criminal Justice Act to classify motor vehicle theft as a serious offence with penalties commensurate with the crime.

(O-06)

## **Policy 4.12**

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### **Mobility for Persons with Disabilities or Limited Abilities**

Continued efforts are necessary to provide adequate access for travellers with disabilities or limited abilities.

(O-01,R-03)

#### ***Recommendation 4.12.1***

### **Modified Vehicles for Drivers with Disabilities**

Government, commercial and other interested bodies are urged to cooperate in the development of low-cost transportation vehicles for people with disabilities.

(O-83,R-86,99,01,03)

#### ***Recommendation 4.12.2***

### **Uniform Vehicle Identification**

Provincial governments are urged to make available to motorists a strictly regulated uniform vehicle identification marker displaying the international symbol for people with disabilities.

(O-85,R-86,99,01,03)

#### ***Recommendation 4.12.3***

### **Recognition of Vehicle Identification Markers**

All jurisdictions are encouraged to recognize generally accepted identification markers from other jurisdictions for the convenience of motorists with disabilities travelling throughout Canada.

(O-86,R-99,01,03)

## **Policy 4.13**

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### **Identity Theft**

Governments are encouraged to develop strategies to address the growing and complex issue of identity theft that includes public awareness and education programs to inform individuals about identity theft. Such programs should include how to recognize identity theft, how to minimize the risks and what to do if victimized.

(O-06)

#### ***Recommendation 4.13.1***

### **Criminal Code Provisions for Identity Theft**

The federal government is urged to conduct a thorough review of how the Criminal Code and the Personal Information Protection and Electronic Documents Act (PIPEDA) deal with “personal information” and “identity” contained in documents such as passports, drivers’ licences, auto club memberships, and banking cards. Sections of the Criminal Code referring to theft and fraud should be revised to also apply to identity.

Governments should amend existing legislation to reduce the risks of identity theft and provide consumers with more effective protection and remedies.

(O-06)

# Group V — Operating Regulations

## **Policy 5.1**

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### **Uniform Rules of the Road**

CAA supports the adoption of a national set of road rules and traffic control devices designed to make driving easier and safer.

(O-65,R-75,77,01)

#### **Recommendation 5.1.1**

### **Development of Uniform Rules of the Road**

Rules of the road and traffic control devices used should take into account varying conditions across the country and should simplify driving and minimize differences as much as possible. Uniformity will benefit motorists travelling interprovincially by reducing confusion about laws and making it easier for road users to know what is expected of them.

(O-77,R-96,01)

#### **Recommendation 5.1.2**

### **Uniform Traffic Control Devices**

Governments are urged to use traffic control devices only when required by sound transportation principles. Governments should use as a model, the Manual for Uniform Traffic Control Devices for Canada, published by the Transportation Association of Canada.

(O-82,R-01,04)

## **Policy 5.2**

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### **Speed Limits**

All motor vehicles should be driven at speeds reasonable and prudent under prevailing conditions with legal maximum and minimum limits. When maximum speed limits are correctly set and enforced, they improve mobility, motorist safety and respect for the law.

(O-65,R-75,77,78,93,01)

#### **Recommendation 5.2.1**

### **Regulation of Speed**

Regulatory speed limits should be kept under constant review, using the most effective techniques and formulae for determining and enforcing safe and realistic speeds, taking into consideration the effect of speed on safety and energy conservation.

CAA supports the establishment of speed limits based on engineering studies and set no higher than the speed at which 85 percent of the free-flow traffic travels (the 85th percentile). Such speed limits should also be adjusted for:

- collision experience;
- roadside development;
- roadway geometry;
- class of road;
- traffic volumes;
- posted speed limits on adjacent speed zones;
- access points;
- parking;
- hazardous locations within the zone; and
- pedestrian activity.

Governments are urged to review and set speed limits in conjunction with engineering and enforcement authorities. Review reports should be available to the public and concerned stakeholders.

Speed limits should be supported by strict, consistent and uniform enforcement.

(O-76,R-78,94,95,01,03,04)

#### **Recommendation 5.2.2**

### **Speed-Limit Studies**

Traffic engineering authorities are urged to conduct speed-zone studies whenever there is a change that would affect the prevailing speed. These studies should consider prevailing speeds; collision reports; and highway, traffic, vehicle and roadside development characteristics.

(O-01)

## **Policy 5.3**

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### **Motor Vehicle Safety Inspections**

Periodic government-supervised inspection of all motor vehicles (including commercial vehicles) is an essential element of a broad safety program.

(O-65,R-74,75,76,82,90,03,04)

### **Recommendation 5.3.1**

#### **Conducting Motor Vehicle Safety Inspections**

Governments are urged to implement a uniform system of periodic motor vehicle safety inspection for all motor vehicles (including commercial vehicles).

Inspections covering safety devices should be commissioned following any collision that may affect safety devices. Safety inspections should confirm that other safety factors, such as tire tread and headlight aiming, meet reasonable safety standards. Inspection programs should include a yearly examination of all vehicles and equipment used to transport school children.

(O-69,R-74,75,76,83,90,93,94,01,03)

### **Recommendation 5.3.2**

#### **Harmonization of Safety and Emissions Inspections**

For those provinces with regular safety inspections, provincial governments should harmonize motor vehicle emissions and safety inspections to provide maximum value with minimal paperwork, delays and cost.

(O-94,R-01)

## **Policy 5.4**

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### **Modified or Damaged Motor Vehicles**

CAA supports legislation prohibiting the modification of any vehicle that affects the safe operation of the vehicle on public roads.

(O-76,R-78,79,01)

### **Recommendation 5.4.1**

#### **Window Glazing**

Provincial government legislation should prohibit the use of window sprays, tints, colouring or other coatings that obstruct the interior of the vehicle more than allowed under federal standards.

(O-82,R-90,01)

## **Policy 5.5**

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### **Compulsory Use of Uniform Safety Restraining Devices**

CAA supports uniform legislation or regulations that mandate the use of seat belts and child car seats. Exemptions should not be permitted.

(O-73,R-74,75,77,81,89,95,01,02,04)

### **Recommendation 5.5.1**

#### **Education and Enforcement Campaigns**

CAA encourages education and enforcement campaigns designed to increase the correct usage of vehicle seat belts and child car seats.

(O-73,R-74,78,81,82,87,89,94,01,02,04)

### **Recommendation 5.5.2**

#### **Training of Police Officers**

To ensure that law enforcement officers have the knowledge they need to enforce provincial/territorial child occupant restraint legislation, police training academies are urged to include basic information on occupant restraint systems, including child car seat use and misuse modes as part of the police training curriculum. The use of passenger restraints should also be addressed in refresher training programs.

(O-89,R-01,04)

### **Recommendation 5.5.3**

#### **Traffic Collision Reports**

To facilitate comprehensive data collection, traffic collision reports completed by enforcement agencies must specify whether the occupants were wearing seat belts or using child car seats appropriate to the occupant and correctly installed.

(O-82,R-99,01,04)

### **Recommendation 5.5.4**

#### **Bicycle Safety Helmets**

CAA supports legislation that requires mandatory correct use of bicycle helmets for all cyclists.

(O-92,R-01)

### **Recommendation 5.5.5**

#### **Mandatory Use of Booster Seats**

Provincial and territorial governments are urged to enact and enforce uniform legislation requiring the use of booster seats for children travelling in automobiles. The legislation should require booster seat use until the child is tall enough for automobile lap/shoulder belts to fit properly. It should have minimum requirements for use to deter people from placing children in booster seats too soon. Legislation should be supported by an extensive public awareness/education campaign.

(O-02)

## **Policy 5.6**

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### **Motor Vehicle Licence and Registration**

Motor vehicle licence and registration procedures should be uniform, and expiry dates should be staggered throughout the year.

(O-71,R-74,80)

## Policy 5.7

### Driver Licensing

Uniform standards for the examination and licensing of all drivers in Canada are required. The licence should specify the type of vehicle that the holder is licensed to operate because of the many different modes of motor transport and the different skills and abilities required to operate different vehicles efficiently and safely.

(O-65,R-71,75)

#### Recommendation 5.7.1

##### Driver Examination and Licensing

Provincial governments are urged to develop uniform driver examination and licensing systems.

(O-67,R-74,75,76,78,01)

#### Recommendation 5.7.2

##### Driver Re-examination

Provincial governments are urged to implement uniform programs of periodic re-examination of all drivers.

(O-70,R-71,74,75)

#### Recommendation 5.7.3

##### Truck Driver Licensing

Provincial governments are urged to enact legislation requiring successful completion of a prescribed professional driver's course and successful passing of a physical fitness evaluation as prerequisites for driving licences to operate heavy trucks. Successful completion of a comprehensive medical examination should be a prerequisite for reissuance of such licences.

(O-82)

#### Recommendation 5.7.4

##### Graduated Licences for New Drivers

Provincial governments are urged to implement graduated licences for all newly licenced learner and probationary drivers. Graduated licences should:

- restrict the blood-alcohol level of new learner and probationary drivers to zero;
- limit the number of passengers carried by unsupervised drivers during the probationary stage;
- restrict night driving by unsupervised drivers during the probationary stage (with exemptions for essential driving such as to and from work);
- restrict freeway driving by unsupervised drivers during the probationary stage (with exemptions for essential driving such as to and from work);
- require completion of basic driver education during the learner's stage with a minimum 30 hours of supervised driving before moving to the probationary stage;
- require completion of advanced driver education during the probationary stage;

- include a mandatory exit examination (both written and practical) from the learner and probationary stages and sanctions for violating any of the conditions or restrictions; and

- ban the use of all wireless communication devices (exemptions should be allowed only for emergency assistance, hazardous road conditions, medical emergencies, and reporting crimes in progress).

(O-92,R-01,06)

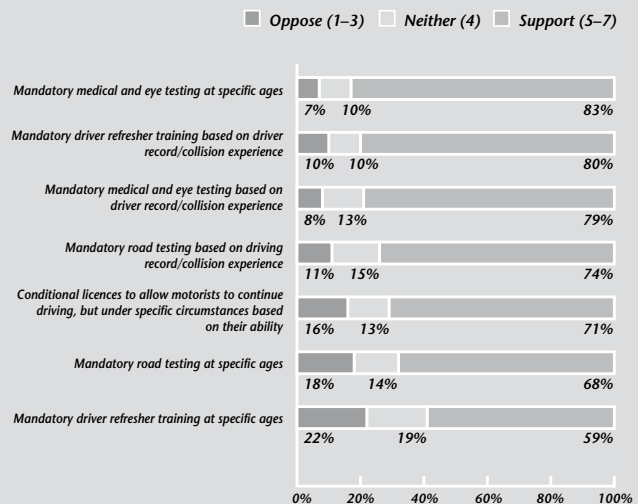
#### Recommendation 5.7.5

##### Ability-Based Driver Licensing

In order for drivers who may have reduced cognitive and/or physical abilities to continue enjoying the mobility and independence of driving for as long as safely possible, provincial governments should introduce systems of ability-based licensing that link driving privileges with ability. Screening and assessment tools must be based on reliable, proven measures of driver performance for which the contribution to collision involvement can be demonstrated. Screening outcomes should be flexible and include recommendations for counseling, refresher training, rehabilitation therapy, and further assessment.

(O-92,R-01,04)

**Some jurisdictions in Canada are looking at measures to review the licensing of drivers, based on certain conditions, to ensure that they can drive, only if it is possible to do so safely. To what extent do you support or oppose the following measures?**



Source: Member Opinion Survey, CAA, 2002

## **Policy 5.8**

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### **Automobile Insurance**

CAA supports automobile insurance plans that provide fair and equitable financial protection for all motorists in the most cost-effective manner.

(O-87,R-01)

#### **Recommendation 5.8.1**

### **Replacement of Restraint Devices**

CAA encourages all insurance providers to include replacement of seat belt assemblies, air bags, and child car seats following any crash where their future effectiveness may be in doubt.

(O-89,R-99,01,04)

## **Policy 5.9**

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### **School Bus Operations**

Safe transportation of students on school buses should be a priority for drivers, education authorities, students, bus companies, parents and all levels of government.

(O-74,R-77,84,01)

#### **Recommendation 5.9.1**

### **School Bus Drivers**

Provincial governments are urged to implement mandatory uniform, yearly tests for school bus drivers to determine their physical and mental fitness, knowledge of the rules of the road and proven ability to operate a vehicle intended for the transportation of school children.

(O-77)

## **Policy 5.10**

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### **Highway Transportation of Explosives, Loose Loads and Other Dangerous Materials**

The spilling, dripping, leaking or sifting onto highways of parts of vehicle loads such as gravel, sand, snow, or liquids is dangerous to highway users and should be prohibited.

Development of uniform standards is required for the limitation and control, packaging, identification, labelling and movement of explosives and other hazardous materials on public highways.

(O-72,R-74,75,77,78,05)

#### **Recommendation 5.10.1**

### **Loose Loads on Motor Vehicles**

Governments are urged to enforce legislation requiring the use of covers or proper securing of merchandise to prevent the spilling, dripping, leaking, sifting or blowing of cargo upon highways.

Governments should extend application of the National Safety Code Cargo Securement Standard\* to address this issue.

\*National Safety Code Standard 10: A standard which outlines the specific requirements for securing loads to commercial vehicles to ensure they do not shift, move or spill onto the roadway. Approved by Council of Ministers Responsible for Transportation September 23, 2004.

(O-72,R-73,74,98,04,05)

#### **Recommendation 5.10.2**

### **Vehicles for the Transportation of Hazardous Materials**

Only those vehicles that exhibit stability and control performance as good as or better than the baseline truck described in the Transportation Association of Canada/Canadian Council of Motor Transport Administrators' (TAC/CCMTA) Vehicle Weights and Dimensions Study should be permitted for the transportation of hazardous materials.

(O-73,R-74,81,87)

#### **Recommendation 5.10.3**

### **Testing of Drivers Transporting Hazardous Materials**

Highway transportation of hazardous materials requires specific knowledge of the material transported because of the special precautions to be taken when they are handled and because of the high risk of damage if a crash occurs. Drivers of vehicles transporting hazardous materials should be required to regularly pass competency tests specific to this transportation industry.

(O-01)

## **Policy 5.11**

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### **Truck Safety**

Careful regulation and adequately funded enforcement of trucking regulations is essential to the safe and economical use of the road system. While the trucking industry has made improvements in its overall safety record, there continues to be significant concern about the safety performance of heavy trucks and their operators. Given their size, special operating characteristics, exposure on Canadian roads, and their frequent interaction with passenger vehicles, there is a continuing need for regulatory and legislative efforts designed to improve their mechanical fitness and overall safety and to reduce their involvement in collisions. There is also a strong need for education aimed at helping motorists and commercial vehicle drivers share the road safely.

(O-87,R-04,05)

#### **Recommendation 5.11.1**

### **Vehicle Size and Weight Limits**

CAA opposes increases in the size and weight limits of trucks currently permitted under provincial regulation.

(O-75,R-77,78,80,82,84,04)

### ***Recommendation 5.11.2***

#### **Over-Dimensioned Vehicles or Loads**

Provincial governments are urged to develop uniform safety standards for the movement of over-dimensioned vehicles or loads. Special permits to move any over-dimensioned vehicle or load that exceeds the width of the traffic lanes on any highway should only be issued with proper safeguards.

(O-73,R-74,78)

### ***Recommendation 5.11.3***

#### **Vehicle Weight Limits for Registration Purposes**

Provincial governments are urged to adopt gross axle weight ratings and gross vehicle weight ratings as defined in the Canadian Motor Vehicle Safety Regulations, as maximum weights for licensing purposes.

All commercial vehicles that have been modified from the manufacturer's design should be inspected and licensed in order to determine whether the modifications have been done safely, and to ensure that heavy vehicles are used within the limits of their capacity. Consideration should be given to power, brake capacity, emission and noise levels, mechanical deterioration rates, safety factors and compatibility with roads and other road users.

(O-76,R-78,81,82,05)

### ***Recommendation 5.11.4***

#### **Maximum Axle Loads**

The national interprovincial standard for axle loads should be limited to 9,000 kg for single axles, and equivalent loads for tandem axles and tridem axles, which will cause no greater pavement damage. There should be no tolerance on vehicle overloads at weigh scales. The use of lift axles should be banned. To prevent axle overloading, all axles on a vehicle should be fixed in contact with the pavement.

(O-87)

### ***Recommendation 5.11.5***

#### **Vehicle Stability and Control**

Production and sale of A-dolly converters should be banned at the earliest opportunity once a reliable C-dolly converter has been developed.

(O-87,R-89,01,05)

### ***Recommendation 5.11.6***

#### **Truck Turning Geometry**

The low-speed off-tracking and rear swing-out characteristics of trucks must conform to the geometric limitations of the current road system.

(O-87)

### ***Recommendation 5.11.7***

#### **Four-way Flashers on Trucks**

Provincial governments are urged to enact legislation requiring trucks to use four-way warning flashers when travelling at speeds substantially below the speed limit.

(O-87)

### ***Recommendation 5.11.8***

#### **Use of Electronic Logbooks**

CCMTA is urged to amend the National Safety Code to require the use of electronic logbooks in lieu of logbooks to more effectively enforce hours of service regulations.

(O-89,R-90)

### ***Recommendation 5.11.9***

#### **Posting of Truck Length**

Provincial governments should require that all large trucks have their overall length posted on the rear of the vehicle. Double and triple trailer combinations should display signs indicating "double trailers" and "triple trailers" respectively, on the rearmost trailer.

(O-91,R-04)

## **Policy 5.12**

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### **Commercial Driver Fatigue**

Commercial vehicle operators, shippers, driver associations, and labour unions have a responsibility to ensure their drivers' working hours do not contribute to fatigue-related crashes, and should have fatigue management programs in place.

(O-02)

(CAA supports the hours of service changes proposed by CCMTA as a first step to improving the regulatory regime. In the interest of motoring safety, CAA encourages further research and evaluation of the effectiveness of the hours of service regime. The following recommendations provide an open-ended move to further reductions if required.)

#### ***Recommendation 5.12.1***

##### **Daily Hours of Service**

Commercial hours on-duty should be a maximum of 14 hours with no more than 13 hours of driving. Transport Canada and enforcement authorities are urged to research and evaluate the effectiveness of the hours of service regime and make further reductions to driving times based on scientific evidence and crash data as needed.

(O-02)

#### ***Recommendation 5.12.2***

##### **Weekly Hours of Service**

On reaching an accumulation of 60 hours of on-duty time in any five-day period, a driver should have at least 48 hours of off-duty time before driving again, to ensure sufficient recuperative sleep.

(O-02)

## **Policy 5.13**

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### **In-line Skating**

Due to road safety concerns, in-line skates (roller blades) should not be treated as vehicles under provincial highway traffic acts.

(O-96,R-01)

## **Policy 5.14**

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### **Emergency Vehicles Safety**

Police, fire, ambulance and tow truck personnel are frequently required to work at the roadside placing themselves at risk for injury or death. Despite the use of procedures designed to protect emergency services personnel including vehicle positioning, emergency lighting, traffic lane reduction, or explicit directions to traffic, it is a relatively common occurrence for emergency service personnel to be struck or to experience near misses by passing vehicles. There is a need to improve the safety of road workers and emergency vehicle operators.

(O-05)

#### ***Recommendation 5.14.1***

##### **Emergency Vehicles Legislation**

Provincial governments are urged to establish regulations regarding the safe operation of motor vehicles around emergency vehicles, including tow trucks, engaged in performance of their duties at the roadside with emergency flashers activated. Regulations should require passing vehicles to drive in the lane furthest from the emergency scene where possible and slow to a speed of 50 km/h. Penalties commensurate with the high severity of vehicle-pedestrian collisions are recommended.

(O-05)

# Group VI — Traffic Safety and Education

## Policy 6.1

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### Traffic Safety Programs

All levels of government are encouraged to participate in the planning, development and presentation/promotion of valid traffic safety programs designed to reduce collisions and the resulting deaths and the number and severity of injuries.

(O-72,R-74,75,78,04)

### Recommendation 6.1.1

#### Traffic Crash Research

The multi-disciplinary team approach should be used in the investigation of highway crashes. Crash investigation activities should be directed towards determining, through selective investigation, what role various factors play in crashes, such as driver error and behaviour, vehicle failure, highway design and engineering.

(O-65-R-71,72,74,75,99,04)

### Recommendation 6.1.2

#### Traffic Collision Statistics

Federal and provincial authorities are urged to jointly study the establishment of an improved uniform definition of crashes, and further, provincial governments are requested to establish procedures to ensure the completion and submission of such reports to the appropriate federal agency. Authorities should agree on defined vehicle types, including several types of trucks, and should ensure that the types of vehicles involved in crashes are included in all collision reports. Authorities should also agree on uniform injury categories and ensure injuries are included in all collision reports.

To address the growing problem of driver distraction, police reporting forms should be amended to include information specific to a driver's activities at the time of a collision, such as use of a cellular phone, attending to other passengers, use of entertainment devices, or food and beverage consumption.

(O-65,R-71,74,88,90,99,04)

### Recommendation 6.1.3

#### School Bus Safety Education

CAA encourages awareness and education programming to address school bus safety issues, with special emphasis on the risks to students and other road users outside the bus.

(O-02,R-04)

## Policy 6.2

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### Driver Education

Instruction of new drivers and the training and retraining of licensed drivers should be encouraged for knowledge and skills development.

(O-65,R-71,75,78,80,99,01)

### Recommendation 6.2.1

#### Driver Training

Provincial governments are urged to:

- institute high-quality, effective programs of driver training in all high schools and commercial driving schools;
- establish uniform, high standards for teacher and instructor training;
- set acceptable minimum course standards for commercial driving school programs;
- carefully consider driver licensing procedures that provide recognition and incentive for successful completion of such driver training courses; and
- adopt uniform legislation and regulations to control the activities of all driving schools.

(O-65,R-71,75,77,78,94)

### Recommendation 6.2.2

#### Incentives for Driver Education

Insurance companies and government agencies should provide incentives for drivers successfully completing approved driver education courses.

(O-65,R-72,73,75,77,80,01)

## Policy 6.3

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### The Influence of Alcohol and Drugs on Driving

Strong legislation, strict enforcement and continuing education are needed to end the practice of driving while under the influence of alcohol, drugs or medication.

(O-68,R-71,72,75,77,00,01)

### **Recommendation 6.3.1**

#### **Testing Blood Alcohol or Drug Content**

Any crash resulting in a fatality or serious injury should constitute sufficient reason for police to demand a blood, breath or other bodily fluid test. Legal consequences of refusing to submit to a test for drug or alcohol levels should be equal to the most severe level of sentencing.

Compulsory tests to determine levels of blood alcohol and/or blood drug content should be conducted only when safeguards are in place to protect the Charter rights and freedoms and dignity of the citizen.

(O-75,R-78,84,85,00,01,03,05)

### **Recommendation 6.3.2**

#### **Prescription Drug Labelling**

Provincial governments are urged to require effective labelling by pharmacists dispensing prescribed drugs to warn drivers of the possibility of danger in driving after taking the medication. Labelling should be supplemented by a warning from the pharmacist when prescribing the medication.

(O-70,R-71,74,77,01)

### **Recommendation 6.3.3**

#### **Drug and Alcohol Awareness and Education Programs**

Governments and all interested groups are urged to launch education campaigns on alcohol and drug awareness that will inform drivers of the dangers of driving while impaired, the seriousness of the crime, and the penalties upon conviction. Renewed efforts are required to ensure the public is aware of impaired driving laws.

A high level of awareness and understanding of impaired driving must be created among police, judges and prosecutors, with the goals of creating a common understanding of the problem and how the system works.

(O-82,R-83,00,01,04)

### **Recommendation 6.3.4**

#### **Counselling and Rehabilitation of Persons Convicted of Impaired Driving**

Provincial governments and agencies involved in impaired driver programs are urged to implement procedures to assess each person convicted of an impaired driving offence for alcohol or drug abuse/dependence. On the basis of assessment, offenders may be required to complete a rehabilitation program and obtain appropriate treatment as a condition of license reinstatement.

Legislation should authorize mandatory assessment and, where warranted, treatment of offenders, in addition to their conviction and sentencing. This should be based on a user-pay model.

(O-71,R-74,83,84,00,01,05)

### **Recommendation 6.3.5**

#### **Apprehension of Drivers Impaired by Alcohol and Other Drugs**

Police are encouraged to increase enforcement through the use of random checks for impairment. Police are encouraged to supplement random checks with campaigns to raise the publicly perceived odds of being apprehended. Random checks should only be used in a manner that does not unduly delay traffic or create a traffic hazard.

Governments are urged to conduct research regarding effective legislative sanctions, enforcement strategies and public awareness and education initiatives for dealing with drug-impaired drivers.

Federal and provincial governments should work together to simplify the evidence-gathering and charging procedures, with the goal of reducing the paperwork and time needed to lay an impaired driving charge.

Governments are encouraged to ensure that enforcement agencies have the tools and legislative support that can empower them to effectively detect and properly charge drug-impaired drivers.

Police officers trained in drug recognition and evaluation programs will be better able to recognize and classify symptoms of drug use and signs of impairment. The adoption of standardized drug recognition expert training by all law enforcement agencies is encouraged.

(O-83,R-84,86,01,03,04)

### **Recommendation 6.3.6**

#### **Penalties for Driving While Impaired**

All instances of driving while impaired, regardless of the substance, should be considered as the same offence under the Criminal Code, with all provisions for apprehension, testing, assessment and rehabilitation, and sentencing equally applicable. Legislation should be redrafted where necessary, to facilitate the use of effective technology to detect and apprehend offenders.

Provincial and territorial governments are encouraged to maintain strong enforcement and education campaigns.

The courts should impose penalties that take into account the seriousness of an impaired driving offence.

Higher levels of impairment should result in stricter penalties since high risk offenders cause a greater number of collisions with higher fatality rates and are more likely to be repeat offenders.

(O-83,R-84,85,86,94,00,01,03,05)

### **Recommendation 6.3.7**

#### **Administrative Licence Revocation**

Driver licensing authorities should continue to apply administrative suspensions that enable police to suspend, on-the-spot, the licence of a driver who tests over the limit for blood alcohol content or who refuses to take a test. Such suspension or revocation should be granted on those occasions when an accepted method identifies substance use or when the driver refuses to submit to a blood-alcohol or drug test. This process should provide for a prompt hearing and appeals process.

(O-95,R-01)

### **Recommendation 6.3.8**

#### **Blood Alcohol Limit for Commercial Vehicle Drivers**

CAA supports Criminal Code provisions that set zero tolerance levels for drivers of heavy vehicles. Commercial vehicle drivers should be subject to the strictest penalties for driving while impaired by alcohol or drugs, reflecting the danger and risk associated with improper operation of a heavy vehicle.

(O-90,R-94,95,01)

### **Recommendation 6.3.9**

#### **Drug and Alcohol Testing of Commercial Drivers**

The federal government should adopt regulations on drug and alcohol testing of commercial vehicle drivers. Regulations should be sensitive to employees' rights of privacy, confidentiality and dignity. Drug and alcohol testing should be viewed as part of a systematic approach that includes assessment, education and treatment.

(O-96,R-01)

### **Recommendation 6.3.10**

#### **Coordination of Legal Drinking Ages**

Provincial governments are urged to coordinate their legal drinking ages to reduce the practice of cross-border drinking and driving.

(O-91,R-01)

### **Recommendation 6.3.11**

#### **Alcohol Ignition Interlock Devices**

Mandatory requirements for the use of alcohol ignition interlock devices should become progressively longer with each subsequent conviction.

(O-02,R-03)

### **Recommendation 6.3.12**

#### **Criminal Code BAC Limit**

Until studies show strong, consistent evidence of the benefits for lowering the Criminal Code BAC limit, the current limit of .08 should be maintained and strongly enforced.

(O-03)

## **Policy 6.4**

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### **Advertising of Alcoholic Beverages**

All advertising of alcoholic products and containers holding alcoholic products should display warnings against drinking and driving.

(O-91,R-01)

## **Policy 6.5**

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### **Automotive Advertising**

Advertising and sales promotion of motor vehicles demonstrating unsafe maneuvers and/or high-speed operation is objectionable and should not be permitted.

(O-70,R-75,77,84,86,01)

#### **Recommendation 6.5.1**

##### **Emphasis on Power and Speed of Motor Vehicles**

The motor vehicle industry should not advertise motor vehicles by demonstrating unsafe maneuvers and/or highspeed operation of the vehicles, as drivers may be tempted to copy these dangerous acts.

(O-85,R-86)

#### **Recommendation 6.5.2**

##### **Automotive Advertising Standards**

The federal government and Advertising Standards Canada are urged to communicate with automobile manufacturers and retailers, and the advertising industry that all automotive advertising must comply with the Canadian Code of Advertising Standards, and not depict vehicles driven at high speeds or in any other unsafe manner.

(O-03)

## **Policy 6.6**

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### **Child Pedestrian Safety**

Motor vehicle crashes are a leading cause of injury to children. Continued efforts must be made to protect children when they interact with vehicles, particularly in school zones.

(O-77,R-78,01,04)

#### **Recommendation 6.6.1**

##### **School Zone Engineering and Design**

Appropriate engineering and design procedures and programs should be applied to protect children in school zone areas.

(O-04)

### **Recommendation 6.6.2**

#### **School Safety Patrols**

Foot and bus school safety patrols, operated in accordance with established rules as indicated in CAA Recommended Standards for the School Safety Patrol, are one of the most effective means of protecting students. Education authorities are urged to implement school safety patrol programs where appropriate and warranted. Patrols should be operated and trained in cooperation with local police services, CAA clubs, boards of education, school bus operators and other sponsors.

(O-65,R-75,76,77,78,81,83,99,01)

### **Recommendation 6.6.3**

#### **Adult Crossing Guards**

The employment of adult crossing guards is recognized as one method of protecting school crossings and can be used in conjunction with student patrols. Authorities responsible for the operation of adult crossing guards are urged to follow the guidelines described in CAA Recommended Standards for Adult School Crossing Guards.

(O-77,R-78,01)

## **Policy 6.7**

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### **Bicycle Safety Instruction**

Education authorities are urged to provide instruction on bicycle safety and to participate in related public information programs.

(O-83,R-01)

## **Policy 6.8**

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### **Driver Distraction**

Driver distraction in all its forms is a threat to the safety of all road users. Reductions in distracted driving through educational and technological remedies, based on scientific research, should be vigorously pursued by collaboration among industry, government and traffic safety stakeholders.

(O-03)

### **Recommendation 6.8.1**

#### **Driver Distraction Education**

Drivers should be educated on the effect of multi-tasking while driving (and the resulting cumulative cognitive distraction). Education addressing the full range of distractions leading to crashes, and measures to manage those distractions effectively and safely is strongly encouraged.

Currently, provincial/territorial driver handbooks contain minimal, if any, information about driver distraction. To help educate drivers about potentially dangerous distractions, CAA encourages provincial and territorial authorities to include a section on distracted driving in their driver's licence handbooks and educational curricula. CAA has developed a model section that can be used by jurisdictions.

(O-03,R-04)

### **Recommendation 6.8.2**

#### **Legislative Interventions for Distracted Driving**

Existing careless driving laws can be applied in circumstances where driver distraction of any type is found to be the cause of a collision. When applied, enforcement authorities should document the specific type of distraction as a contributing factor to ensure improved data collection regarding the involvement of distracted driving in crashes.

(O-03)

### **Recommendation 6.8.3**

#### **Legislative Interventions for Technology-Related Driver Distractions**

Governments considering legislative bans and restrictions on sources of technology-related in-vehicle distractions, such as drivers using cell phones and other telecommunications devices while driving, are encouraged to base such legislation on scientific research and traffic safety knowledge. Such research should demonstrate how driving performance and behaviour is affected by the use of technology while driving and examine the correlation with collision rates. Legislative bans should be preceded, and must be supported, by strong educational efforts to advise the public of the dangers of technology-related driving distractions.

Legislation that only bans hand-held cell phones is discouraged as research shows that the intensity or cognitive load of the conversation is the primary cause of driver error and that the physical operation of the unit is a secondary factor.

(O-03,R-04)

#### ***Recommendation 6.8.4***

##### **Driver Distraction Research and Data Collection**

To facilitate further research into driver distraction, governments are urged to amend collision data collection protocols to include information specific to a driver's activities at the time of a collision, such as use of a cellular phone, attending to other passengers, use of entertainment devices, or food and beverage consumption. Continued analytical and results-oriented research by traffic safety research organizations is encouraged.

(O-03)

#### ***Recommendation 6.8.5***

##### **Safe Use of Cellular Telephones**

Cellular phones can improve mobility safety by allowing motorists to call for emergency assistance or report disabled vehicles, collisions, hazardous road conditions, medical emergencies and crimes in progress.

Driving a motor vehicle requires a driver's full attention. Drivers should not use a cellular phone while their vehicle is in motion. Drivers should pull off the road and stop in a safe location, such as a rest area or parking lot before making or answering a cellular phone call. Voice mail services for cellular phone subscribers should be promoted as a means of eliminating the need to answer phone calls while driving.

(O-03,R-04)

#### ***Recommendation 6.8.6***

##### **In-Vehicle Information and Communications Systems**

Manufacturers should install safety-related and vehicle-function electronic devices in the most easy-to-use and least-distracting manner possible. Additional devices, including business tools, entertainment features and others, should be placed in a fashion that precludes operation by the driver while driving, and should be designed in a manner that minimizes driver distraction.

The federal government should proceed with or collaborate on research with the automobile manufacturers to develop suitable Canadian Motor Vehicle Safety Standards governing telematics technologies.

(O-01,R-02,03)

#### **Policy 6.9**

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##### **Driver Fatigue**

To help reduce crash-related incidents due to fatigue or sleep deprivation, governments and the traffic safety community are urged to develop materials to educate the driving public about the safety hazards of driving without adequate sleep and appropriate rest breaks. Such materials should also focus on countermeasures that could reduce fatigue-related crashes.

Federal and provincial transportation departments are also urged to conduct rigorous evaluations of highway rest areas for their usefulness and safety.

Government officials, the scientific and medical communities and manufacturers are encouraged to conduct research on the effects of sleep deprivation and to evaluate the effectiveness of on-board drowsiness-detection monitoring devices.

(O-03)

# Group VII — Enforcement

## **Policy 7.1**

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### **Legislation**

Traffic legislation should be uniform, enforceable and based on the best available research to help ensure the safety of road users and pedestrians.

(O-67,R-71,74,75,77,82,01)

## **Policy 7.2**

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### **Traffic Courts**

Justice officials should have special training in, and knowledge of, traffic matters. Court trials should be conducted at times convenient to the public so that penalties would not be compounded by loss of wages.

(O-65,R-71,74,76,78,85,01)

## **Policy 7.3**

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### **Traffic Court Paralegal Services**

Traffic court paralegal services have a role to play in creating greater access to the legal system. Governments must be vigilant in maintaining the public's confidence that those providing paralegal services to the public are knowledgeable, ethical and competent.

(O-90,R-03)

#### *Recommendation 7.3.1*

### **Regulatory Framework for Traffic Court Paralegals**

Governments are urged to develop a regulatory system for traffic court paralegals offering legal services to the public, designed and implemented to provide a benefit to the public. Such regulation should be supported by an assessment of the costs associated with the regulatory scheme.

The regulatory framework should outline requirements for education and training, accreditation, licensing, insurance, code of conduct and a disciplinary process. Approaches to licensing and certification of paralegal practitioners must be introduced and evaluated to ensure they produce substantial benefits by way of public protection. The system must be designed to protect consumers against incompetent, unscrupulous or fraudulent practices by paralegal practitioners and must therefore be designed to provide appropriate disciplinary sanctions against those individuals who abuse the system.

(O-90,R-03)

## **Policy 7.4**

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### **Police Traffic Safety and Enforcement Services**

Sufficient enforcement of traffic laws is critical to maintaining a safe and efficient road transportation system. Governments are encouraged to set standards for traffic law enforcement and provide appropriate funding to ensure sufficient levels of enforcement.

(O-77,R-81,01)

#### *Recommendation 7.4.1*

### **Maintaining Sufficient Police Traffic Safety and Enforcement Services**

Provincial and municipal authorities are urged to maintain a proper balance between crime prevention, traffic safety and traffic enforcement activities in the overall police service program. The purpose of traffic law enforcement should not be revenue related.

(O-77,R-78,81,96,01)

## **Policy 7.5**

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### **Speed Enforcement**

Speed limits should be enforced in the fairest and safest manner possible.

(O-96)

#### *Recommendation 7.5.1*

### **Radar Warning Devices**

Provincial governments are encouraged to adopt legislation to prohibit the sale, use or possession of radar warning devices.

(O-78)

#### *Recommendation 7.5.2*

### **Apprehension of Speeders**

Police services, using speed detection equipment, must be required to apprehend speeders and provide a citation to the driver in person. This will ensure that the motorist is completely aware of the citation and the time and place of occurrence, that the correct individual is charged, and that the individual can modify his/her driving behaviour.

To reduce the frequency and severity of motor vehicle collisions, CAA supports the use of speed detection equipment for speed-law enforcement, with the following provisos:

- that the usual demerit points not be applied until the identity of the driver is known;

- that the investment in and frequency of usage of speed detection equipment be sufficient to create a credible deterrent effect;
- that it be used strictly as a tool to reduce the severity and frequency of collisions, not to generate revenue;
- that law enforcement agencies employ speed detection equipment primarily in areas of high-collision frequency or where there are other safety concerns;
- that law enforcement agencies cooperate in the development of an effective and consistent public relations and education program for speed detection equipment; and
- that the technology be used to enforce speed limits that are reasonable.

To reduce the public perceptions of fund generation surrounding this technology, revenues from speed detection equipment should go directly to the province or the municipality responsible with a significant portion of all traffic fine revenues allocated for traffic safety initiatives. (O-88,R-93,94,96,01,04)

## **Policy 7.6**

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### **High-Speed Police Pursuits**

All governments and their enforcement agencies are urged to develop and administer training procedures and guidelines on when, where and how law enforcement officers are to initiate or terminate high-speed police pursuits. Emergency car-handling driver education courses should be an integral and regular part of every law enforcement officer's training, to ensure a high degree of proficiency and safety.

(O-82,R-01)

#### **Recommendation 7.6.1**

##### **Decision to Pursue**

Police pursuits should only take place when an officer has reasonable grounds to believe the seriousness of the offence and the need for immediate apprehension is necessary to protect the safety of the public.

(O-82,R-86,01)

#### **Recommendation 7.6.2**

##### **Penalties**

CAA supports legislation that provides severe penalties to operators of motor vehicles who willfully flee from police.

(O-82,R-86,01)

#### **Recommendation 7.6.3**

##### **Police Identification**

Police should not involve unmarked cars or plainclothes officers in high-speed vehicle pursuits unless absolutely necessary.

(O-86)

#### **Recommendation 7.6.4**

##### **Methods of Apprehension**

Police should use roadblocks, ramming or bumping in a high-speed pursuit only when the offence committed by the person being pursued, or the conduct of the person being pursued, is of such danger to the public as to require immediate apprehension. Police should discharge firearms from a moving vehicle only in defence of the officer's life or the life of another person.

(O-86,R-01)

## **Policy 7.7**

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### **Driving Under Suspension**

CAA supports licence suspensions for serious traffic offenses. Suspensions must be respected by motorists.

(O-96,R-01)

#### **Recommendation 7.7.1**

##### **Suspension Notices**

Provincial governments must ensure licence suspension notices are received by the offender. A violation of the suspension should result in immediate impoundment of the vehicle.

(O-96,R-01)

## **Policy 7.8**

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### **Parking Tickets**

The issuance of parking tickets to a vehicle owner assumes that the vehicle owner is responsible for the traffic offence and therefore special care must be taken to protect his/her rights.

(O-92,R-01)

#### **Recommendation 7.8.1**

##### **Parking Ticket Enforcement**

Governments should require that parking tickets identify the make and colour of the vehicle in addition to the licence number. If a motorist fails to respond in a reasonable time to the first mailing of a parking ticket, or questions that it was his or her vehicle, the motor vehicle branch should be required to check the vehicle description against the description in its records. This should eliminate pursuit of motorists for parking tickets issued because of an error by the ticketing officer in recording the licence number. In cases where the vehicle description does not match at least the make of the vehicle, the ticket should be voided.

(O-92,R-01)

## **Policy 7.9**

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### **Crashes at Intersections**

Enforcement and education methods should be employed to reduce the number of motor vehicle crashes at intersections.

(O-94,R-99,01)

### ***Recommendation 7.9.1***

#### **Surveillance of Intersections**

Police services should improve surveillance of busy intersections, especially those with high collision rates, to reduce the incidence of motorists running red lights. Red light cameras, that identify and photograph vehicles illegally entering an intersection against a red light, may be considered as a traffic enforcement tool. Such technology should be employed only at intersections known to have a high collision rate resulting from red-light violations and should be accompanied by prominently displayed warning signs at the intersections.

(O-94,R-96,99,01)

# Group VIII — Tourism

## Policy 8.1

### Tourism Development and Promotion

Governments, industry and stakeholders should collaborate in developing a long-term vision and strategic direction that fosters the promotion of well-financed and effective programs to enhance the viability and sustainability of Canada's tourism industry, and that respect environmental, social and cultural impacts of tourism. Tourism policies and planning should be integrated across provincial, national and international boundaries, ensure that the federal government provides necessary leadership and guidance, minimize barriers to tourism, provide adequate training for industry professionals and protection of consumers and the tourism industry. Monitoring and evaluation procedures should be incorporated to ensure effective tourism policies and planning.

(O-68,R-75,03,04)

#### Recommendation 8.1.1

### Domestic Travel Incentives

To achieve a higher level of travel in Canada by Canadians and by visitors from the United States and other countries, all levels of government must seriously examine taxes and other factors which result in Canada pricing itself out of the competitive tourist market.

(O-75,R-76,77,78)

## Policy 8.2

### Airline Regulatory Reform

CAA supports the principle of competitiveness and deregulation within the marketplace. This offers the most flexibility, convenience and alternatives to Canadian consumers. Safety regulations must be maintained at the highest possible level.

(O-84,R-86,01)

#### Recommendation 8.2.1

### Consumer Travel Protection

Governments are urged to work with industry to develop a system to protect passengers stranded by or left holding tickets for travel on airline carriers that have declared bankruptcy.

CAA supports development and implementation of a low cost provincial, national or international passenger protection program that provides compensation to travel consumers in the event of end supplier failure. Such protection should apply to consumers of airline, tour and cruise line services and should be expanded to include other similar travel services.

(O-01,R-04)

#### Recommendation 8.2.2

### Airline Deregulation

Governments are urged to continue to monitor the impact of deregulation on travellers to ensure that public safety is at the forefront of future development in the industry and consumers receive the best prices, choices and services.

(O-01)

#### Recommendation 8.2.3

### Airport Facilities

Operators of airport facilities are urged to make every effort to provide for the safety and comfort of passengers including, but not limited to, the provision of adequate parking and drop-off/pick-up points. Special consideration should be given to needs of senior and disabled travellers.

(O-01)

#### Recommendation 8.2.4

### Air Transportation System Improvement

CAA supports programs designed to modernize Canada's airport and airway systems and urges continued funding for:

- expanding the capacity of existing airports as required;
- studies of the feasibility and location of new airport facilities;
- expanding and modernizing air traffic control systems and increasing the number of qualified air traffic controllers and inspectors; and
- enhancing research, planning and development for air safety projects.

(O-01)

### **Policy 8.3**

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#### **Border Crossing Facilitation**

Border crossing regulations should be designed to facilitate the safe, secure and efficient clearance of travellers.

(O-68,R-74,75,76,01,04)

### **Policy 8.4**

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#### **Passenger Safety in the Air**

CAA encourages the airline industry to take positive preventative measures in an effort to reduce the occurrence or minimize the effect of incidents of disruptive or unruly behaviour by air travellers before, during and after flights. Such measures may include mandatory conflict management training for flight crews, and impairment identification training for pre-flight crews and for airport staff. The institution of appropriate measures for handling a subdued unruly passenger while in flight and suitable liaison with local authorities on the ground would assist flight crews and ground staff in minimizing the impact of unruly passenger behaviour for remaining passengers.

(O-01)

### **Policy 8.5**

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#### **Air Travel Advertising**

The cost of an airfare includes various taxes and surcharges in addition to the fare. Airline fare advertising practices should provide consumers with complete information on which to base a decision.

(O-05)

### **Recommendation 8.5.1**

#### **Air Travel Advertising**

CAA urges the federal government to implement regulations requiring the airline travel industry to fully disclose the cost of travel in advertising including, but not limited to, the value of supplementary fees and surcharges.

(O-05)

### **Policy 8.6**

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#### **Air Passenger Health**

Constant vigilance is required on the part of the airline industry to protect the health of the travelling public.

(O-05)

### **Recommendation 8.6.1**

#### **Reducing Air Travel Health Problems**

The airline industry is urged to undertake the following:

- positive preventative measures in an effort to reduce the risks of health problems during flights;
- positive preventive measures in an effort to reduce disease propagation when an alert is raised; and
- development/enhancement of information on travel related health issues for passengers.

(O-05)

# Group IX — Environment

## Policy 9.1

### Energy Conservation and Reducing Air Pollution and Greenhouse Gases

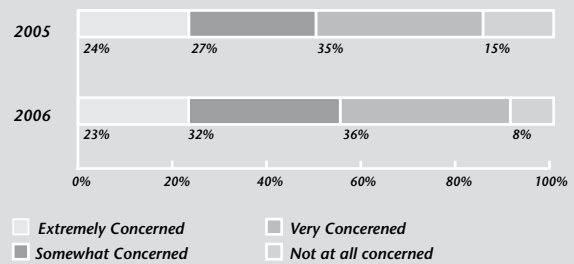
Recognizing the importance of mobility to Canadians and our desire to preserve the environment, CAA supports the development and implementation of practical and economically feasible measures to conserve energy and reduce air pollution and greenhouse gas emissions. These actions must provide measurable benefits commensurate with their costs of installation and maintenance.

CAA encourages the following:

- governmental and private sector, including auto industry investment in research and development related to advanced vehicle technologies designed to conserve energy, reduce vehicle emissions and mitigate their effects, such as fuel cell, hybrid vehicles, and other technologies;
- government regulation requiring that motor fuels meet progressively less harmful standards in order to reduce environmental impact;
- intelligent roads incorporating innovative traffic and information management systems to optimize traffic flow and reduce congestion;
- governmental programs that offer incentives to offset the current cost disadvantages of alternate vehicles, stimulate demand for such vehicles, and promote and accelerate the development and introduction of more fuel efficient vehicles;
- availability of a multi-modal transportation system that provides motorists with choices and options;
- public education and awareness campaigns that help motorists make more informed decisions about their vehicle purchases and transportation choices.

(O-75,R-77,78,80,98,01,04,06)

#### How concerned are you personally about the issue of climate change or global warming?



Source: Public Opinion Survey, CAA, 2006

#### Recommendation 9.1.1

##### Energy Conservation

Governments, in concert with motor clubs, other organizations and industry, should encourage users of petroleum products to adopt a conservation philosophy. Financial penalties should not be imposed as a punitive measure for the purpose of reducing transportation fuel use to achieve emission reduction targets.

Motor vehicle manufacturers should continue to conduct research into the design of more energy efficient motor vehicles that discharge less pollutant emissions and into the economical use of alternative-power sources.

(O-75,R-76,77,79,98,01,03,06)

#### Recommendation 9.1.2

##### Motor Vehicle Fuel Efficiency Standards

The federal government should proclaim the *Motor Vehicle Fuel Consumption Standards Act* and implement the following progressively improved model year Corporate Average Fuel Consumption (CAFC) Standards, for Canada to achieve a 25 percent improvement for 2000 standards of 8.6 L/100 for cars and 11.4 L/100 for light trucks by 2010. For heavy trucks, a fuel efficiency improvement of 2.9 percent by 2010 is achievable. Currently, heavy trucks average 40.0 L/100 km.

	2000	2004	2005	2006	2007	2008	2009	2010
Cars	8.6	7.6	7.3	6.9	6.6	6.3	6.0	5.7
Light Trucks	11.4	10.9	10.4	9.9	9.4	9.0	8.6	8.16
Heavy Trucks	40.0		38.6					37.5

(O-91,R-92,97,01,06)

### **Recommendation 9.1.3**

#### **Emissions Standards for Light-Duty and Heavy-Duty Vehicles**

The federal government should adopt emissions standards for new light-duty and heavy-duty vehicles sold in Canada, that limit the amount of emissions of carbon monoxide, hydrocarbons, nitrogen oxides, volatile organic compounds, fine particulate matter and other chemicals affecting air quality negatively. Mandated standards for diesel emissions should encourage the adoption of the latest advances in diesel engine technology.

(O-90,R-97,01,06)

### **Recommendation 9.1.4**

#### **Motor Vehicle Emissions Inspections**

Provincial governments should institute motor vehicle emissions inspections with acceptable emissions levels and effective testing procedures. Certificates of compliance should be accepted interprovincially, and be transferable to the new owner upon sale of the vehicle.

(O-90,R-92,01,06)

### **Recommendation 9.1.5**

#### **Climate Change — Most Promising Measures**

CAA encourages measures such as the voluntary agreement between the federal government and the auto sector that requires that industry reduce GHG emissions in 2010 by 5.3 megatonnes. Governments should implement as soon as practical the following measures agreed to by CAA as a member of the National Climate Change Transportation Table to reduce greenhouse gas emissions by 10.8 megatonnes by 2010:

- a) tax-exempt transit benefits
- b) adaptive traffic signals
- c) commercial vehicle electronic clearance
- d) incident management
- e) Code of Practice, marine freight
- f) Code of Practice, ferries
- g) enforcement of current speed limits
- h) synchronized traffic signals

Industry and governments are encouraged to develop systems as well as educational programs that would achieve GHG reductions through the following actions:

- a) truck driver training, energy efficiency
- b) transit fare smart-card
- c) telecommuting
- d) driver education and awareness programs
- e) car sharing and car pooling

(O-02,R-04,06)

### **Recommendation 9.1.6**

#### **National Highway Policy and the Environment**

CAA supports the development of a National Highway Policy that includes long-term investment to bring Canada's road and highway network up to standard, as identified in 2000 by the National Climate Change Transportation Table, to improve and expand roads as required as part of an overall plan to reduce emissions and congestion, conserve energy, and increase vehicular fuel efficiency.

(O-04,R-06)

### **Policy 9.2**

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#### **Removal or Disconnection of Devices**

CAA supports legislation that prohibits the removal or alteration of factory installed safety, air pollution and noise pollution equipment on motor vehicles.

(O-75,R-77,79,01)

### **Policy 9.3**

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#### **Discarded Waste**

Governments in partnership with the auto service industry should provide environmentally safe facilities for the proper disposal or recycling of motor vehicle waste material (such as used tires, mufflers and engine oil) to prevent environmental damage.

(O-90,R-01,04)

### **Recommendation 9.3.1**

#### **Collection and Recycling of Products**

Domestic and international automotive industries and importers selling automotive parts should be required to provide proper and convenient disposal facilities to collect and recycle their products.

(O-91,R-92,01)

### **Recommendation 9.3.2**

#### **Dumping Facilities for Holiday Trailers and Motor Homes**

Governments and commercial campsite operators are urged to establish public sewage disposal stations for the use of holiday trailers and motor homes equipped with toilet facilities, and to clearly identify these stations.

(O-73,R-74,78,01)

## **Policy 9.4**

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### **Disposal of Used Engine Oil**

Consumers and automobile service facilities should be provided with a convenient facility to dispose of used motor oil. They should also be made aware of the environmental damage caused by improper disposal of oil.

(O-88)

#### ***Recommendation 9.4.1***

### **Programs to Promote Proper Disposal of Used Engine Oil**

Governments should implement programs that promote the safe disposal of used engine oil. Consumers who undertake “do-it-yourself” oil changes must be encouraged to dispose of used engine oil in a safe, environmentally friendly manner. Used oil collected must be transferred to approved disposal or recycling stations. Provincial governments must enact regulations with stiff penalties for violators, to ensure adherence to these programs.

(O-88,R-89,92,01,04)

#### ***Recommendation 9.4.2***

### **Use of Re-refined Engine Oil**

CAA supports the use of re-refined engine oil as a positive conservation and environmental protection measure.

(O-01)

## **Policy 9.5**

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### **Road De-icing and Sanding Methods**

De-icing and sanding methods are employed across the country as a necessary part of winter road maintenance. De-icing and sanding methods must be economical, effective and harmless for vehicles, road structures and the environment.

(O-90,R-01,03)

#### ***Recommendation 9.5.1***

### **Use of De-icing Salt**

Governments should research and evaluate new highway de-icing methods that will reduce the damage to the environment, roadway infrastructure and motor vehicles caused by salt. The aim of this research should be to identify the safest, most cost effective alternative that will reduce the overall financial and environmental cost. Alternative compounds must meet or exceed the level of de-icing safety that salt has proven to provide.

(O-85,R-01,04)

#### ***Recommendation 9.5.2***

### **Use of Sand and Gravel**

Governments should establish appropriate standards for the grade of sand and gravel aggregate used in winter road maintenance, to minimize the potential for vehicle damage caused by flying gravel and rocks. Governments should monitor highway maintenance crews and contractors to ensure they adhere to the standards for sand and gravel use.

(O-85,R-01,03)

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