



## RESPONSE TO PETITION

Prepare in English and French marking 'Original Text' or 'Translation'

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PETITION No.: **421-04219**

BY: **MRS. FORTIER (OTTAWA-VANIER)**

DATE: **JUNE 7, 2019**

PRINT NAME OF SIGNATORY: **THE HONOURABLE MARC GARNEAU**

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Response by the Minister of Transport

SIGNATURE

Minister or Parliamentary Secretary

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SUBJECT

**Trucking and truckers**

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**ORIGINAL TEXT**

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**REPLY**

Road safety is a top priority for Transport Canada (TC), and the department is working closely with provinces/territories and a diverse stakeholder community on a number of initiatives to better protect road users in Canada, such as the adoption of collision avoidance technologies and measures to protect pedestrians and cyclists around heavy vehicles. This collaborative approach is important because road safety is a shared responsibility among all levels of government, manufacturers and all road users.

In keeping with this shared, national approach to road safety, on October 4, 2018, the federal/provincial/territorial Council of Ministers Responsible for Transportation and Highway Safety published its report entitled *Safety Measures for Cyclists and Pedestrians around Heavy Vehicles – Summary Report*, available at <https://comt.ca/reports/safetymeasures.pdf>. Based on extensive consultation with the road safety community, the report describes 57 safety measures to better protect vulnerable road users, including side guards and side skirts.

Examples include:

- automated enforcement technologies, such as speed and red-light cameras;
- roadway and cycling infrastructure, such as segregated cycling tracks; and
- visibility and awareness measures, such warnings in heavy trucks to detect nearby cyclists and reflective clothing.

At the January 21, 2019 meeting of the Council of Ministers, federal, provincial and territorial Ministers approved next steps for the implementation of the report, with an emphasis on pilot projects, knowledge exchange, and reviewing safety standards and regulations. This work is currently underway, with a progress report due to the Council of Ministers in January 2020.

Side guards and side skirts were among the safety measures assessed in the report, which found that alternative measures would be more effective in protecting pedestrians and cyclists around heavy vehicles (e.g. visibility and awareness measures). The report cited a review of TC's road casualty data and a 2010 National Research Council (NRC) study, suggesting that the safety benefits of side guards would be nominal (i.e. 76% of vulnerable road user fatalities involving heavy vehicle collisions in Canada occur at the front of the vehicle where side guards would be of no value). In addition, a 2017 Transport Canada review of over 100 fatal vulnerable road user collisions involving commercial vehicles concluded that driver visibility was a relatively more significant issue.

Taking action to address this finding, the department is examining alternative solutions that could have a greater benefit on a broader range of collision scenarios. For example, TC has conducted a pilot project in five cities across Canada (Edmonton, Hamilton, Toronto, Ottawa and Montreal) involving the testing of warning systems in heavy vehicles to detect the presence of vulnerable road users. The smart camera system analyses, in real-time the environment surrounding the vehicle. The system alerts the driver when a vulnerable road user comes in close proximity to the vehicle. Following the completion of the year-long field trial, a preliminary report will be published on Transport Canada's website in the fall 2019.

To further strengthen commercial motor vehicle safety, the department has recently moved forward with a number of regulatory and non-regulatory initiatives to protect road users – both inside and outside heavy vehicles, including:

- In June 2019, TC published a regulation mandating electronic logging devices for federally-regulated motor carriers, which would reduce the risk of fatigue-related collisions.
- In January 2019, Transport Canada published guidelines for limiting driver distraction from visual displays, thereby addressing a recommendation from the Transportation Safety Board of Canada concerning distracted driving. These guidelines are available online at: <http://www.tc.gc.ca/en/services/road/stay-safe-when-driving/guidelines-limit-distraction-visual-displays-vehicles.html>.
- In October 2018, Transport Canada issued an Innovative Solutions Canada "*Vulnerable Road User Challenge*," which can be accessed at <https://www.ic.gc.ca/eic/site/101.nsf/eng/00045.html>." The goal of this challenge is to accelerate the adoption of effective, low-cost technologies that improve pedestrian and cyclists' safety around commercial vehicles.

Building on this progress, on January 21, 2019, the Council of Ministers Responsible for Transportation and Highway Safety agreed to develop a national standard on entry-level training for commercial drivers by January 2020. Transport Canada will work with provinces/territories, through the Canadian Council of Motor Transport Administrators, to develop this national standard, which will help ensure that truck drivers across Canada have the knowledge and skills that they need to safely operate commercial vehicles.

The department is also continuing its research aimed at the assessment of innovative technologies and will remain involved in national and international forums searching for measures to better protect pedestrians and cyclists around heavy vehicles. For example, this research has resulted in TC recently introducing regulatory upgrades for heavy vehicles to help prevent collisions, such as requiring electronic stability control systems and setting improved stopping distance requirements. These measures complement existing safety requirements, such as anti-lock brake systems and automatic slack adjusters.

Looking ahead, the department is committed to working closely with provinces/territories, through the Canadian Council of Motor Transport Administrators in support of the *Road Safety Strategy 2025*. This Strategy sets out a long-term vision for making Canada's roads the safest in the world, and brings together all levels of government to achieve

Vision Zero – zero fatalities, zero injuries. More information on this strategy, and supporting initiatives, can be accessed at [www.ccmta.ca](http://www.ccmta.ca).