



**HOUSE OF COMMONS
CANADA**

COMMERCIAL VEHICLES HOURS OF SERVICE

Interim Report of the Standing Committee on Transport

**Ovid Jackson, M.P.
Chair**

June 2002

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Paul Szabo, M.P. Mississauga South (Ontario)

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THE STANDING COMMITTEE ON TRANSPORT

has the honour to present its

FIRST REPORT

In accordance with its mandate under Standing Order 108(2), your Committee has studied the trucker's hours of service and has agreed to report the following:

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COMMERCIAL VEHICLES HOURS OF SERVICE — INTERIM REPORT

Introduction

In the Spring of 2001, the Minister of Transport requested the House of Commons Standing Committee on Transport and Government Operations to examine the rules governing commercial vehicles hours of service. In conjunction with this, the Committee has expanded its mandate to include an examination of safety concerns, transborder, and border crossing issues and their impact on the Canadian trucking industry. This report on hours of service comprises the first phase of our study and is a preliminary examination of the issues that must be analyzed in arriving at a suitable hours of service regime.

In Canada, responsibility for commercial vehicle safety is shared among the federal, provincial and territorial governments. As a result, a review of the rules for commercial drivers hours of service has been conducted by the Canadian Council of Motor Transport Administrators (CCMTA), a joint federal, provincial and territorial organization that coordinates motor vehicle transportation and highway safety.

The CCMTA has drafted a proposal to modernize and simplify the current rules. In addition, the Canadian Trucking Alliance (CTA) and Teamsters Canada have proposed changes to the current regulatory regime. The Committee's study builds upon this body of work in an effort to improve safety on Canada's roads.

In undertaking this study, the fundamental issue in the Committee's examination of hours of service is safety. We appreciate the fact that there are ancillary concerns surrounding this issue and that they must be taken into consideration when developing a new hours of service regime. However, in the pursuit of greater safety on our highways we have focused our efforts on the hours of service question and its role in improving road safety.

The Present Regulatory Framework

The regulations governing the hours of service are contained in the *Motor Vehicle Transport Act, 1987*. These regulations, that were last updated in 1994, allow for:

- Maximum on-duty per day — 16 hours;
- Maximum driving per day — 13 hours;
- Minimum off-duty per day — 8 hours; and

- Three driving cycles — 60 hours/7 days, 70 hours/ 8 days and 120 hours/14 days.

The CCMTA Proposal

The debate surrounding the commercial vehicles hours of service regime has been taking place since the early 1990's. Criticisms from stakeholders have centred on the regime being too complex, difficult to enforce, and founded on little or no scientific research. While discussions over this issue were deferred for a number of years to allow for research into fatigue management, in 1997 the CCMTA re-examined the hours of service issue. A working group was formed comprised of regulators from all of the jurisdictions, bus and truck industry representatives, scientists, researchers, labour unions, and other interested parties.

In November 1999 the CCMTA working group in conjunction with Transport Canada, issued proposed revisions to the hours of service rules.

The draft proposal calls for:

- Maximum driving shift per day, 14 hours;
- The daily maximum on-duty time be reduced from 16 hours to 14 hours with no distinction between on-duty time and driving time;
- Two cycle times — 70 hours in 7 days and 120 hours in 14 days;
- Cycle switching only permitted after minimum off-duty time of 36 hours in the 70 hour/7day cycle or 72 hours in the 120 hour/14 day cycle; and
- A minimum 24 hour off-duty period must be taken at least once every 14 days.

These proposals have been the subject of discussions among the various jurisdictions and stakeholders during the past few months.

Canadian Trucking Alliance (CTA)/Teamsters Canada Proposal

In October of 2001 the Canadian Trucking Alliance (CTA) and Teamsters Canada announced that they had agreed to a common position on the revisions to the hours of service rules. Their proposal is:

- a driver should accumulate no more than 14 hours on-duty before taking at least 8 consecutive hours off-duty;
- within the 14 hour on-duty period, no more than 13 should be spent driving; and

- the other elements of the CCMTA proposal be adopted.

Basically, this proposal reduces the 14 hours proposed by the CCMTA to 13 hours of driving.

The cycle times/caps have been the most contentious and complicated part of the current hours of service rules. For example, under the present regime drivers are allowed to switch between cycles at any time and as often as it is practicable or advantageous to the driver. In addition, under this three cycle regime, the cycle caps as set out can be expanded under the current rules. For example, while the 60 hours/7 day rule suggest that the maximum time is reached over a 7-day period, in fact, the driver can reach the 60th hour in only 3½ days by following a continuous cycle of on-duty and off-duty. This could result in a driver being able to work 104 hours in 7 days.

Both the CCMTA and the CTA/Teamsters proposals attempt to deal with this issue by reducing the number of cycle times and tightening the rules regarding cycle switching.

Reaction to the Proposed Changes to the Hours of Service Regime

As noted above, the debate over the hours of service has been longstanding and with the new proposals the debate has continued.

Proponents told the Committee that that they favoured the new hours of service regime because it would;

- increase daily off-duty time;
- reduce current weekly hours of driving;
- allow for a reasonable rest period with the 36 hour rest provision;
- simplify the cycle times; and
- reduce the ability to cycle switch which now allows drivers to legally drive 104 hours in a week.

Opponents cited a number for reasons for their opposition including:

- daily on-duty times are too long;
- weekly driving hours (the potential for working 84 hours in seven days) are too long;
- the 36 hour reset is too short and should be 48 hours;

- there is a lack of scientific data to definitively establish the appropriate number of driving hours per day; and
- there are inadequate mechanisms to enforce compliance with the new regulations.

ISSUES ASSOCIATED WITH THE HOURS OF SERVICE RULES

In addition to the core issue of hours of service, witnesses told the Committee that there are a number of concerns that cannot be ignored when implementing a new regime. These include: the economics of the trucking industry, enforcement, variations in trucking operations, fatigue research, driver training, roadside facilities and exemptions from the proposed rules. These concerns are examined below.

1. Industry Economics

Many witnesses stressed to the Committee that the question of hours of service cannot be fairly examined without it being looked at in the context of the economics of the trucking industry. They believe that hours of service are related to a number of factors such as industry working conditions (e.g., drivers responsible for loading and unloading their rigs), just on time delivery systems, and a shortage of drivers — all of which puts economic pressure on both owners and drivers.

The committee did not look at this issue in an in-depth manner. As noted, we focussed our efforts on the hours of service question. We would point out however that we regard this as an important factor in this debate and would urge the government to be cognizant of trucking economics when it sets out the new hours of service regime.

2. Enforcement of the Rules

In their presentations to the Committee, witnesses stressed that a key element in any hours of service regime was the ability to enforce the rules. They stated that under the current regime some drivers routinely broke the rules with logbook infractions being the most commonly cited area of abuse. Truck drivers told the Committee that it was difficult to catch these infractions because of a lack of inspectors and the logbooks being easy to tamper with.

It was suggested that the phase in of electronic on-board recorders to monitor hours of service was the best way to ensure compliance with the rules and witnesses noted that many of the newer trucks were manufactured to accept such recorders.

We believe that this proposal has merit and would greatly enhance the ability of the regulator to monitor compliance with any new hours of service regime. It must be

noted however, that the adoption of this technology should take place in conjunction with truckers in the United States and Mexico. If this is not done, Canadian truckers would be operating under one regime while their competitors operated under another set of rules.

3. Variation in Trucking/Driving Operations

A theme that was raised by witnesses was the importance of recognizing that a new hours of service regime should take into account the variations in driving patterns that take place in the trucking industry. For example, are the same hours of service rules appropriate for both long and short-haul operators?

Witnesses, including sleep experts, also told the Committee that night driving should be treated differently from day driving because of the circadian rhythm, or body clock, and the way it reacts differently when you sleep at night or during the day. In other words, if you drive at night and sleep during the day you don't get as much sleep as you would if the opposite occurred. In effect, people that work at night tend to build up a "sleep debt".

The Committee believes these issues are relevant to developing a safe hours of service regime and that the government give them careful consideration in the development of new hours of service rules.

4. Fatigue Research/Fatigue Management Programs

Numerous witnesses told the Committee that they believed that we require more research into the whole area of fatigue and the role it plays in trucking safety. They stated that there was a need for more and better research — especially field studies on Canadian truck drivers. These studies are required to better understand the level of fatigue that is being experienced by truck drivers and how to manage it. From this research and evaluation, fatigue management programs can be developed to enable trucking companies and drivers to better cope with driver fatigue issues.

The Committee believes that a safe hours of service regime should be developed from sound research and evaluation. To that end, and with the varying opinions being expressed over the present and proposed hours of service rules, we would stress to the government the importance of sound research in developing new hours of service rules.

5. Driver Training

It was suggested to the Committee by some witnesses that training for truck drivers is too short and the courses did not account for driving under a variety of conditions such as snow, ice and night driving. Witnesses felt that one way to improve this situation would be through the development of a graduated licensing program for

drivers — as experience grew the higher the level of license that could be attained. For example, a driver could not obtain a license to drive the maximum number of daily hours until fulfilling a certain number of hours behind the wheel and obtaining the proper certification through a recognized training program.

The Committee sees merit in this proposal and urges the government to examine the feasibility of developing such a program.

6. Lack of Roadside Facilities

Throughout the deliberations the Committee was told that a contributing factor in the long hours truckers operate was the fact that there are inadequate rest stops on Canada's major highways. Witnesses stated that, unlike the United States, Canada does not have an adequate number of strategically placed rest stops to enable truck drivers to take frequent rest breaks on their trips.

The Committee believes that, given the long distances between population centres and the harsh weather conditions, the construction of adequately spaced rest stops should be an integral part of an enhanced safety and hours of service program.

7. Exemptions From the Hours of Service Rules

Some witnesses appearing before the Committee asked to be exempted from the hours of service rules. The Canadian Construction Association sought an exemption on the basis that their industry which is weather dependent works only six months a year and therefore should not be subject to regulations that govern trucking that operates on a yearly basis. They would like to have licensed construction vehicles treated as non-commercial vehicles as defined by regulation.

The bus companies are also seeking an exemption. They believe that because their industry operates over fixed routes and entails fundamentally different route and schedule structures, operating rules, driving periods and equipment and training requirements than are found in trucking operations, they should be covered by legislation separate and apart from the trucking industry.

Finally, concerns were raised over the fact that some trucking companies who are federally regulated, were restricted in their hours of operation even though they operate solely within the boundaries of one province and only for a limited number of days or weeks. An option that was suggested to accommodate this situation would be to establish classes of drivers within the hours of service regime to allow for seasonal operations.

The Committee understands that one of the criticisms of the current system is that it is too complicated and difficult to enforce. While we would not want to add to this, we do

believe that there may have to be a “range of options” available to the regulator to account for variations in the industry. However, we urge the regulator to ensure that these options are uncomplicated and easily enforceable.

CONCLUSIONS and RECOMMENDATIONS

In this study, the Committee’s main focus has been improved safety on our roads. Witnesses all stated that the reason for hours of service rules was to maintain and improve safety and we concur. We also recognize that some witnesses believe that the proposed hours of service allow drivers to operate for too long a period of time — both on a daily and weekly basis. We would note however, that the proposed rules would reduce the driving hours from what is currently the practice and restrict the ability for drivers to cycle switch to boost their hours of driving.

Witnesses also stressed that the issues surrounding hours of service such as economics and enforcement cannot be ignored when implementing new rules. Careful examination of these concerns must take place in order to ensure a suitable regime is established.

Finally, in implementing any new regime, we strongly believe that a period of adjustment will be required by both the industry and the regulator to adapt to, and assess, the workability of the new rules. In addition, further research into fatigue and fatigue management may require modifications to the program during this period. We would therefore urge the government when implementing any new hours of service rules that this be done on a trial basis (perhaps three years) and that at the end of the trial period report to Parliament on the operation of the new regime.

As stated at the outset, this is a preliminary report. The Committee understands that more information and study will be required to complete its work on this issue and provide a definitive answer to the hours of service question.

Given these provisos, the Committee believes that the combined proposal of the CCMTA and the CTA/Teamsters has merit and bears consideration by Transport Canada. It could provide the starting point for a new and improved hours of service regime

Therefore, the Committee recommends that:

- 1. After consultations with the Provinces, the CCMTA, stakeholders and organized labour, Transport Canada consider adopting the combined CTA/Teamsters — CCMTA proposal for hours of service.**

- 2. Transport Canada, the CCMTA and stakeholders give careful consideration to the issues surrounding the hours of service debate in implementing a new regime;**
- 3. Any new hours of service regime be subject to a trial period after which Transport Canada report to Parliament on the operation of the new hours of service rules.**

LIST OF RECOMMENDATIONS

- 1. After consultations with the Provinces, the CCMTA, stakeholders and organized labour, Transport Canada consider adopting the combined CTA/Teamsters — CCMTA proposal for hours of service.**
- 2. Transport Canada, the CCMTA and stakeholders give careful consideration to the issues surrounding the hours of service debate in implementing a new regime;**
- 3. Any new hours of service regime be subject to a trial period after which Transport Canada report to Parliament on the operation of the new hours of service rules.**

APPENDIX A LIST OF WITNESSES

Associations and Individuals	Date	Meeting
Canadian Trucking Alliance David Bradley, Chief Executive Director Graham Cooper, Senior Vice-President	11/12/2001	45
Teamsters Canada François Laporte, Director of Government Affairs Larry MacDonald, Vice President International		
Canadians for Responsible and Safe Highways (CRASH) Bob Evans, Executive Director	26/02/2002	52
As Individual Alison M. Smiley, Consultant		
As Individual Ron Heslegrave, Chair of the Research Ethics Board	28/02/2002	53
Canada Customs and Revenue Agency Denis Lefebvre, Assistant Commissioner	19/03/2002	56
Royal Canadian Mounted Police André Lemaire	21/01/2002	57
Communications, Energy and Paperworkers Union of Canada André Foucault, Secretary-Treasurer Brenda Hicks, Wife of Darryl Hicks Darryl Hicks, Truck driver Keith Newman, Director of Research Blaine Stevens, Truck driver Julie White, Researcher	11/04/2002	58
City of Ottawa Madeleine Meilleur, Councillor, Rideau-Vanier Ward, City of Ottawa, Chair, Committee of Transport	16/04/2002	59
Canadian Automobile Association Rosalinda Fischer, Manager, Government Affairs and Traffic Safety Elly Meister, Vice President, Public Affairs and Communications	18/04/2002	60

Associations and Individuals	Date	Meeting
Canadian Auto Workers Union Nigel Cave, Unit Chairperson Local 4268 Len Poirier, President CAW Local 4268 and President CAW, Road Transportation Council Dave Tilley, National Representative	25/04/2002	61
Canadian Construction Association Barry Brown, président du Conseil d'administration Jim Facette, Director	25/04/2002	61
As Individual Peter Turner, Former truck driver		
Canadian Industrial Transportation Association Lisa McGillivray, President	30/04/2002	62
Transport 2000 Canada Bert Titcomb, Secretary		
Amalgamated Transit Union Canadian Council Gary Dorion, President/Business Agent Ken Foster, Canadian Director Randy Graham, International Vice President and General Executive Board Member Len Munter, President/ Business Agent Darren Liebrecht, President	02/05/2002	63
United Steelworkers of America Dennis Dunster, Staff Representative Lawrence McBrearty, National Director		

REQUEST FOR GOVERNMENT RESPONSE

Pursuant to Standing Order 109, the Committee requests that the government table a comprehensive response to the report within one hundred and fifty (150) days.

A copy of the relevant Minutes of Proceedings (*Meeting No. 1*) is tabled.

Respectfully submitted,

Ovid Jackson, M.P.
Chair

Bloc Québécois Complementary Opinion

The Bloc Québécois supports the report but with serious reservations:

Under the proposed system, a trucker could drive five 14-hour night shifts and then take 36 hours off (including just one night of sleep) before beginning a new cycle of five 14-hour nights of driving, which could represent a total of 84 hours a week. This would be an improvement over the existing system, but it must be seen as only a first step toward lowering the number of hours that truckers drive every week.

In the United States, the maximum length of a driving day is 10 hours. Canadian legislation should in due course be harmonized with that of our neighbour to the South, considering the extent to which the North American economy is integrated. Contrary to what might be thought, higher safety standards have not affected the American road transport industry, in large part because of road transport's strategic advantages. This being so, there is every point in strengthening the rules and increasing safety on our highways. Most unions endorse a reduction in hours of work for truckers.

If a broad public consultation were undertaken, it would quickly become apparent that road safety is a high priority for Quebecers and Canadians. As noted above, one of the key points of Canadian legislation will have to be possible harmonization with the United States. In its brief to the Committee, the Canadians for Responsible and Safe Highways (CRASH) said:

The establishment of workload limits for truck and bus operators involves drawing a line between business objectives and the protection of public safety.

One of the most significant factors relating to the proposed Canadian workload rules for truckers is the differences with the current American workload limits and the major differences with the new U.S. hours of service plan.

The Canadian Automobile Association (CAA) said with reference to consistency among North American policies in this area:

Harmonized North American standards based on science would help to improve public understanding of fatigue issues related to commercial vehicle drivers. Canadians may not

understand why regulations in Canada are different from our NAFTA partners and others around the world.¹

The Communications, Energy and Paperworkers Union of Canada (CEP) represents 150,000 private sector workers, including 1,000 truckers. It is critical of the agreement between the Canadian Council of Motor Transport Administrators (CCMTA) and the Teamsters, and raises a number of important points for discussion:

The regulations proposed by Transport Canada and now under consideration by this Committee will do nothing to improve the situation and may make it worse. (...) The 36 hours' rest time is a particularly disastrous proposal. It does not give anything like sufficient time to recover from the long hours worked and would further undermine the family life of truck drivers.²

It would also seem that the consultation process could have been more inclusive, so that the truckers' perspective could be taken more fully into consideration. Rick Beckwith, of the Canadian Owner-Operators' Cooperative, said in a letter to the Committee dated April 2002:

Our opposition to the proposed extension of permissible driving hours is solidly based on the experience of our members who work as independent truck owners and drivers. They tell us that stress and fatigue are already major concerns under the present regulations, and warn that the incidence of accidents involving heavy vehicles is bound to increase proportionally with the increase of hours behind the wheel.

The importance of establishing an acceptable level of hours of service will thus have to be the subject of further studies and investigations.

The Committee's report is probably too timid because of the concerns expressed by the trucking industry, which fears a possible future shortage of employees and the threat of intermodal competition. However, it seems reasonable that by improving working conditions, the industry will be able to attract more new drivers. Concerns about the competitiveness of road transport should be alleviated by the structural advantages that are already its strength -- speed and flexibility. This efficiency must not however be given priority over road safety, and the report should recommend the harmonization of commercial drivers' hours of service with the system in effect in the United States: maximum 60-hour work weeks and 12-hour days. This arrangement would suit the drivers, and the industry would in due time find that it was profiting from it as well.

¹ Brief to the Standing Committee on Transport and Government Operations Regarding a Study of Hours of Service, Safety Concerns and Transborder/Border Crossing Issues, and their Impact on the Canadian Trucking Industry, Canadian Automobile Association (CAA), April 18, 2002.

² Brief to the Standing Committee on Transport and Government Operations from the Communications, Energy and Paperworkers Union of Canada (CEP), April 2002.

Other issues must be dealt with more directly:

- the rules must be stringently enforced, and it should be possible to look into options such as the phasing in of electronic on-board recorders;
- as an integral part of a safer system, the mandatory break must be increased to 48 hours to ensure that truckers get enough rest.

These measures are not part of the Committee's recommendations. They should be included in the report, because they constitute important elements of a safe, efficient and fair system of commercial drivers' hours of service.

Mario Laframboise,
MP for Argenteuil—Papineau—Mirabel and
Bloc Québécois Transport Critic

New Democratic Party Dissenting Opinion on Trucking Hours of Service

**By Bev Desjarlais, MP Churchill
NDP Transportation Critic**

Recommendation 1 — The 84-hour Work Week for Truckers

New Democrats strongly oppose the institution of an 84-hour work week for truckers, as recommended by the Committee. The evidence heard by the Committee suggests that this is likely to cause hundreds of additional fatalities and thousands of additional injuries each year from fatigue-related accidents on our highways. Most of the victims of such accidents are the occupants of smaller vehicles involved in collisions with large trucks. It is unconscionable that the Committee has ignored the warnings of sleep scientists, safety advocates and professional truck drivers that this proposal will kill innocent Canadians.

The Committee has not challenged the fact that longer driving hours would lead to more fatigue-related accidents, injuries and fatalities. Their only answer to the concerns about the 84-hour work week is their flimsy claim that this is actually an improvement because current regulations theoretically allow drivers to work up to 104 hours per week. This spurious, misleading, red herring ignores the fact that Transport Canada has produced no evidence that any drivers currently do this. While a driver on the current two-week 120-hour shift cycle could theoretically drive 104 hours the first week and 16 hours in the second, all the evidence available to the Committee suggests that virtually all drivers currently work 60 to 70 hours a week. Thus, in reality, the proposed 84-hour week would result in a 35% increase in drivers' working hours over the current 120-hour two-week cycle. The fact that this would result in a dramatic increase in fatigue related accidents, injuries and fatalities is not in dispute.

Furthermore, if drivers' hours were actually going to be cut by this proposal, as the Committee claims, then the drivers' income would also be cut. Yet none of the professional drivers who came to Committee expressed any concern that the proposed 84-hour week would cost them any income. Indeed, the consensus was that the proposal would dramatically increase their hours and potentially cost them their lives.

Recommendation 2 — That the Stakeholders Consider “the issues”

This recommendations is nothing but a weak attempt to pay lip service to the concerns expressed by opponents of the 84-hour work week, perhaps included in the report to salve the consciences of the Committee members who supported the Majority Report. If the Committee were truly serious about bringing the regulations of Canada in line with those of

the US, as they stated in paragraph 22, Issues section of the report, they would acknowledge efforts in the US that would see a decrease in hours of service for truckers to 60 hours a week.

Recommendation 3 — The Trial Period

The proposed trial period also does nothing to assuage the New Democratic Party's concerns about public safety. It is simply not appropriate to use the Canadian public as guinea pigs for a new regulatory regime that is likely to result in the deaths and injuries of innocent people. It is perplexing that the Committee has not proposed a specific timeframe for a review nor does it propose any standards by which to measure the effectiveness and safety of the proposals. Without a timeframe and clear standards by which to measure results, a trial period is useless.

Other Shortcomings

Lack of Consultation: New Democrats remain extremely concerned about the lack of public consultation on this issue. Canadians who share the highways with trucks, as well as the truckers themselves, have a direct stake in this issue and deserve to be heard.

There has also been an attempt by the government to use the fact that one union, the Teamsters, supports the 84-hour work week to suggest that the majority of drivers support the changes. They have conveniently ignored the unequivocal opposition of the two other major trucking unions, the Communications, Energy and Paperworkers and the United Steelworkers of America, as well as the hundreds of non-unionized truckers who have signed petitions and written letters in opposition to this proposal. It is quite clear that the Committee and the CCMTA are not interested in the views actual truckers, or the general public, unless it is what they want to hear.

Lack of Enforcement: It is unfortunate that the Committee did not take a harder look at the enforcement of the hours of service regulations. Canada presently uses an antiquated paper log system that has become virtually meaningless. Witnesses told the Committee that the falsification of records by drivers and trucking companies is common. They propose the use of electronic recorders to prevent and to ensure that regulations are followed.

New Democrats reject the Committee's tepid claim that more study is needed on the use of electronic recorders. Elsewhere in the world, including the state of California, electronic monitoring systems have been used very successfully for years. Railway locomotives and airliners have used electronic recorders for over fifty years and, in that time, the accuracy of such systems has improved dramatically. Similar recorders have even been introduced successfully in taxicabs in the United States. The Committee should have put public interest ahead of the special interests that seek to circumvent safety regulations and called on the government to make electronic recorders mandatory.

MINUTES OF PROCEEDINGS

Tuesday, June 11, 2002
(Meeting No. 1)

The Standing Committee on Transport met at 3:30 p.m. this day, in Room 536, Wellington Building.

Member(s) of the Committee present: Reg Alcock, Rex Barnes, Jim Gouk, André Harvey, Ovid Jackson, Mario Laframboise, James Moore, Marcel Proulx, Alex Shepherd, Raymond Simard, Paul Szabo.

Acting Member(s) present: Peter Adams for Joe Comuzzi.

In attendance: From the Library of Parliament: John Christopher.

Pursuant to Standing Order 106(1) and (2), election of a Chair and Vice-Chairs.

The Clerk of the Committee presided over the election of the Chair.

On motion of James Moore, it was agreed, — That Ovid Jackson do take the Chair of this Committee.

On motion of James Moore, it was agreed, — That Marcel Proulx be elected Vice-Chair of the Committee.

On motion of Paul Szabo, it was agreed, — That James Moore be elected Vice-Chair of the Committee.

On motion of Paul Szabo, it was agreed that the following motions be adopted:

— That the Committee retain the services of one or more Research Officers from the Library of Parliament, as needed, to assist the Committee in its work at the discretion of the Chair.

— That the Chair be authorized to hold meetings and to receive and publish evidence when a quorum is not present, provided that at least (3) members are present, including (1) member of the opposition.

— That witnesses be given (10) minutes for their opening statement and, that during the questioning of witnesses, they be allocated (10) minutes for the first question and answer of each party and that thereafter, (5) minutes be allocated to each subsequent questioner, at the discretion of the Chair.

— That a notice of 48 hours submitted to the Clerk of the Committee, be required before any substantive motion may be presented to the Committee.

— That, as established by the Board of Internal Economy and if requested, reasonable travelling, accommodation, and living expenses be reimbursed to witnesses who are invited to appear before the Committee up to a maximum of 2 representatives for any organization.

— That, pursuant to Standing Order 111(4), whenever an Order in council for appointment or a certificate of nomination for appointment is referred to the Committee, the Clerk shall obtain and circulate to each member of the Committee a copy of the resume of each appointee.

— That the Clerk of the Committee be authorized to distribute documents only when they exist in both official languages.

— That the Committee authorize the Chair, from time to time, as the need arises, to take, in conjunction with the Clerk of the Committee the appropriate measures to provide lunches for the Committee and its Sub-committees, for working purposes, and that the cost of these lunches be charged to the budget of the Committee.

— That one (1) transcript of all *in camera* meetings be produced and kept in the Committee Clerk's office for consultation.

— That the Committee meet on Tuesdays 11:00 a.m. to 1:00 p.m. and on Thursdays 11:00 a.m. to 1:00 p.m. (*Pursuant to the room assignment system for Committees*) (Transport Committee)

— That the evidence received by the Standing Committee on Transport and Government Operations in relation to its study on Hours Of Services during this session, be deemed adduced by the Standing Committee in the current session.

Pursuant to Standing Order 108(2), the Committee proceeded, *in camera*, to the consideration of the draft report of Truckers Hours of Service, safety concerns and transborder/border crossing issues, and their impact on the Canadian trucking industry.

On motion of Paul Szabo, it was agreed that the following motions be adopted:

— That the draft Report, as amended, be adopted as the Committee's First Report to the House and that the Chair be instructed to present it to the House.

— That, pursuant to Standing Orders 109, the Committee request that the Government table a comprehensive response to the Report within one hundred and fifty (150) days.

— That the Chair, in conjunction with the researchers and clerk, write and publish a press release announcing the findings of the Committee's report on hours of service.

— That, pursuant to Standing Order 108(1)(a), the Committee authorizes the printing of the dissenting opinions or supplementary opinions of opposition parties as an appendix to this report immediately after the signature of the chair; that the dissenting opinions or supplementary opinions be limited to not more than 2 pages; and that the dissenting

opinions or supplementary opinions be delivered to the clerk of the Committee not later than 4:00 p.m. on Thursday, June 12, 2002.

Pursuant to the Forty-eight hours notice motion adopted on Wednesday, February 21, 2001, Rex Barnes gave notice of the following motion:

— That, in accordance with Standing Order 108, the Committee examine the latest Annual Report of Report of VIA Rail Canada Inc., tabled in the House on April 25, 2002, and request the appearance of Mr. Jean Pelletier, Chairman of the Board and Mr. Marc LeFrançois, President and Chief Executive Officer to answer questions concerning the company's advertising and sponsorship program.

After debate, the motion was allowed to stand up to the completion of the RCMP investigation.

At 4:15 p.m., the Committee adjourned to the call of the Chair.

Richard Dupuis
Clerk of the Committee

