



FÉDÉRATION
CANADIENNE
DES MUNICIPALITÉS
FEDERATION
CANADIENNE DES
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Le 20 septembre 2012

L'honorable Denis Lebel, C. p., député
Ministre des Transports, de l'Infrastructure et des Collectivités
Chambre des communes
Ottawa (Ontario) K1A 0A6

Monsieur le Ministre,

Récemment, le Comité exécutif de la Fédération canadienne des municipalités (FCM) a adopté une motion visant à rétablir la position de la FCM concernant l'installation de dispositifs de protection latéraux sur les camions et les remorques. Notre position est fondée sur une résolution que la FCM a adoptée en 2009 et que nous avons communiquée avec votre ministère la même année (Annexe A).

Depuis notre dernier échange de lettres concernant cette question, le Conseil national de recherche du Canada a rendu public un document intitulé *Side Guards for Trucks and Trailers Phase 1: Background Investigation*, préparé pour Transports Canada. Ce rapport réitère des données de l'Union européenne, qui montraient une réduction du nombre de décès et de blessures graves pour les usagers de la route vulnérables impliqués dans des accidents avec des véhicules lourds après l'installation obligatoire de dispositifs de protection latéraux.

En juin 2012, le bureau du coroner en chef de l'Ontario a dévoilé un document intitulé *Examen de tous les décès dus à un accident de vélo survenus en Ontario entre le 1^{er} janvier 2006 et le 31 décembre 2010*. Cet examen recommande que Transports Canada légifère l'utilisation obligatoire des dispositifs de protection latéraux pour les poids lourds au Canada. La FCM et ses membres partagent beaucoup des préoccupations de base exprimées dans cet examen.

Malgré cette information, Transports Canada a indiqué que, d'après les données disponibles, le ministère ne procédera pas à l'adoption de règlements obligeant l'utilisation de dispositifs de protection latéraux pour le moment. La FCM aimerait réitérer ses préoccupations et souligner l'importance que des contremesures, telles que les dispositifs de protection latéraux, peuvent avoir pour améliorer la sécurité des usagers de la route vulnérables. En outre, la FCM aimerait demander une mise à jour au sujet de tout projet actuel ou nouveau réalisé par Transports Canada concernant les dispositifs de protection latéraux.

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City of Edmonton, AB

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arrondissement de Lachine
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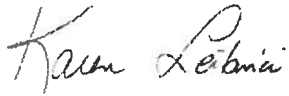
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Je vous remercie de l'attention que vous accorderez à cette question et, dans l'attente de votre réponse, je vous prie d'agréer, Monsieur le Ministre, l'expression de mes sentiments les plus respectueux.

La présidente de la FCM,

A handwritten signature in cursive script, appearing to read "Karen Leibovici".

Karen Leibovici
Conseillère, Ville d'Edmonton

KL/SW:sd
Pièce jointe

September 20, 2012

The Honourable Denis Lebel, P.C., M.P.
Minister of Transport, Infrastructure and Communities
House of Commons
Ottawa, Ontario K1A 0A6

Dear Minister:

Recently the Executive Committee of the Federation of Canadian Municipalities (FCM) passed a motion reinstating FCM's position regarding the provision of truck side guard protection. Our position is based on a resolution that FCM passed in 2009 and which we shared with your ministry that same year (Annex A).

Since our last exchange of letters regarding this issue, the National Research Council of Canada released the *Side Guards for Trucks and Trailers Phase 1: Background Investigation*, prepared for Transport Canada. The report reaffirmed data from the European Union which showed a reduction in the number of deaths and serious injuries for vulnerable road users (VRUs) involved in incidents with heavy vehicles after the introduction of mandatory side guards.

In June 2012, the office of the Chief Coroner of Ontario released the *Review of All Accidental Cycling Deaths in Ontario: from January 1st, 2006 to December 31st, 2010*. The review recommends that Transport Canada legislate mandatory side guards for heavy trucks in Canada. Many of the core concerns echoed throughout this review are shared by FCM and its members.

Despite this information Transport Canada has communicated that based on the data available, the department will not be proceeding with regulations mandating the use of side guards at this time. FCM would like to reiterate its concern and stress the importance that countermeasures such as side guards can have to improve the safety of VRUs. Furthermore, FCM would like to request an update on any current or new projects being undertaken by Transport Canada regarding side guards.

Thank you for your attention to this matter and we look forward to your response.

Yours sincerely,

Karen Leibovici
FCM President
Councillor, City of Edmonton

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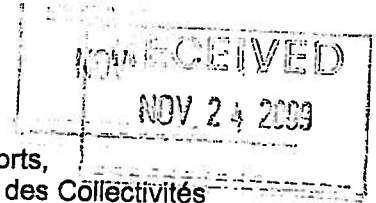
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Minister of Transport,
Infrastructure and Communities



Ministre des Transports,
de l'Infrastructure et des Collectivités



Ottawa, Canada K1A 0N5

NOV 23 2009

Mr. Basil L. Stewart
President
Federation of Canadian Municipalities
24 Clarence Street
Ottawa, Ontario
K1N 5P3

Dear Mr. Stewart:

I am writing in response to your correspondence of March 31, 2009, from your predecessor regarding truck side guards that are intended to provide protection to pedestrians and cyclists.

At the outset, I should explain that, under the *Motor Vehicle Safety Act*, Transport Canada develops, maintains and enforces the Motor Vehicle Safety Regulations. All new and imported vehicles sold in Canada must comply with the Regulations, which are performance-based to ensure a minimum level of safety for vehicles sold in Canada and are aimed at making vehicles safer for road users.

While side guards are regulated in Europe, there are currently no federal requirements to equip heavy trucks and trailers with side guards in Canada. Many factors need to be considered in order to determine if side guards would be effective for Canadians. Truck travel patterns, vehicle designs and the operating environment in Canada are very different from most European countries. It is also important to consider that many trucks used on Canadian streets and highways operate out of the United States.

To determine if there would be any benefit to requiring side guards, Transport Canada has engaged the National Research Council to evaluate the feasibility of requiring side guards on large trucks and trailers operated in urban Canadian environments.

You may be also interested to learn that another study on this issue is being carried out by the Transportation Association of Canada in collaboration with Transport Canada. The scope of this undertaking is to quantify the magnitude and characteristics of collisions between vulnerable road users and commercial vehicles in selected major Canadian urban areas by analyzing collision reports. It will also identify any solutions that may be available or have been implemented in other jurisdictions to reduce these types of collisions. The department is also reviewing the data pertaining to several collisions that have involved pedestrians and commercial vehicles in urban areas. The results of the foregoing studies will be shared with key stakeholders when they are finalized.

In closing, allow me to assure you that the Federation of Canadian Municipalities' resolution on this issue will be considered in any future regulatory development.

Sincerely,

A handwritten signature in black ink, appearing to read "John Baird". The signature is written in a cursive, slightly slanted style.

John Baird, P.C., M.P.

FCM

Federation of Canadian Municipalities

Fédération canadienne des municipalités

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Brock Carlton
Ottawa, Ontario

March 31, 2009

The Honourable John Baird, P.C., M.P.
Minister of Transport, Infrastructure and Communities
House of Commons
Ottawa, Ontario
K1A 0A6

Dear Minister:

The attached resolution, *Provision of Truck Side Guard Protection*, was adopted by FCM's National Board of Directors at our March 2009 meeting in Victoria. The resolution urges the Government of Canada to engage in comprehensive consultation with all stakeholders in developing and implementing a national standard similar to that used in Europe for truck side guard protection.

Truck side guards have been a legal requirement in the United Kingdom and in Europe since the 1980s to reduce injuries to pedestrians and cyclists. Although side guards can be costly and add weight to the vehicle, experience in these jurisdictions indicates that they do indeed reduce the risk of injury to pedestrians and cyclists.

Appropriate truck side guard legislation would help municipalities better manage the traffic mix between all modes of transportation, and thus prevent tragic accidents. Such legislation would also support municipalities that actively try to encourage walking and biking as alternatives to the private automobile.

We look forward to your response on this issue.

Yours sincerely,



Jean Perrault
President of FCM
Mayor of Sherbrooke

JP:sd
Enclosure



Since 1901
Depuis 1901

January 27, 2009

**MIT08.3.07
PROVISION OF TRUCK SIDE GUARD PROTECTION**

WHEREAS providing safer traffic interaction amongst large vehicle, pedestrians, cyclists and smaller motorized vehicles is a continuous evolution;

WHEREAS all of the above compete for positions on our municipal streets and our national highway network;

WHEREAS the implementation of a truck side guard regulation similar to that adopted by the United Kingdom and Europe (89/297/EEC Directive) Improves road safety;

WHEREAS to be most effective, national design standards need to be enacted;

WHEREAS the Federal Government (Transport Canada) sets vehicle standards for all new vehicles manufactured in or imported into Canada;

BE IT RESOLVED that the Federation of Canadian Municipalities urges the Federal Government (Transport Canada) to engage in comprehensive consultation with all stakeholders in developing and implementing a national standard similar to that of the European model for truck side guard protection.

City of St. John's, Newfoundland & Labrador

2009 MARCH BOARD DECISION: Category "A", RESOLUTION ADOPTED

Le 27 janvier 2009

MIT08.3.07

GARDES LATÉRAUX DE PROTECTION SUR LES CAMIONS

ATTENDU QUE la recherche d'une interaction plus sûre dans la circulation entre les gros véhicules, les piétons, les cyclistes et les véhicules motorisés plus petits est une démarche qui se poursuit constamment;

ATTENDU QUE ces personnes et ces véhicules réclament leur place dans les rues des municipalités et sur le réseau routier national;

ATTENDU QUE l'application d'un règlement sur les gardes latéraux de protection pour les camions semblable à celui adopté au Royaume-Uni et en Europe (Directive 89/297/CEE) améliore la sécurité routière;

ATTENDU QUE, pour assurer la plus grande efficacité, il faut promulguer des normes nationales de conception;

ATTENDU QUE le gouvernement du Canada (Transports Canada) établit les normes pour tous les nouveaux véhicules fabriqués ou importés au Canada;

IL EST RÉSOLU QUE la Fédération canadienne des municipalités exhorte le gouvernement du Canada (Transports Canada) à élaborer et à faire appliquer une norme nationale analogue au modèle européen pour les gardes latéraux de protection sur les camions et que la Fédération canadienne des municipalités s'assure que tous les groupes d'intérêts concernés soient consultés.

Ville de St. John's (Terre-Neuve-et-Labrador)

DÉCISION DU CONSEIL DE MARS 2009 : CATÉGORIE « A » : RÉOLUTION ADOPTÉE.

