

PT Ministers Responsible for Transportation and Highway Safety
Provincial Briefing Note
Department of Digital Government and Service NL

Issue: Alberta's Learning Pathway for Class 1 Driver's Licences (Agenda Item 5)

Overview:

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s. 34(1)(a)(i)

FPT Context:

- Following the Humboldt Broncos crash in Saskatchewan on April 6, 2018, which involved a coach bus and a semi-trailer, concerns have been raised regarding the licensing of commercial drivers. The Canadian Trucking Alliance called much of the country's truck licensing system inadequate and recommended mandatory training for new truck drivers.
- In February 2020, the Council of Ministers Responsible for Transportation and Highway Safety (COMT) approved a National Safety Code (NSC) Standard for Entry Level Training for Class 1 drivers. The Entry Level Training Standard was developed by the Canadian Council of Motor Transport Administrators (CCMTA) in consultation with provinces and territories (PTs). An extensive consultation with the trucking industry was conducted to ensure that the standard addressed the core competencies required to safely operate a Class 1 vehicle.
- Under Chapter 4 (Regulatory Notification, Reconciliation and Cooperation) of the Canadian Free Trade Agreement (CFTA), PTs and the Federal Government agreed to reconcile regulatory measures that act as a barrier to trade, investment or labour mobility within Canada. Given the harmonization aspect of the updates to the NSC, a Reconciliation Agreement - Commercial Truck Driver Entry-level Training (Class 1) was signed by the majority of PTs.

Provincial Position/Potential Speaking Points:

- Mandatory Entry Level Training (MELT) was implemented in Newfoundland and Labrador on January 3, 2024. The program requires 36.5 hours of classroom training, 19 hours in the yard training and 50 hours of behind the wheel training.
- Training is currently delivered by the College of the North Atlantic (Bay St. George), Canadian Training Institute (Bay Roberts) and Central Training Academy (Badger).
- MELT was developed in consultation with PTs and the trucking industry to provide consistency and support to jurisdictions as we work toward ensuring drivers have access to training that provides the knowledge and driving skills required to safely operate their vehicles.
- Thank you for the information on your new program. As apprenticeship is regulated by the Department of Immigration, Population Growth and Skills (IPGS), I can only commit to sharing this information with my colleague.

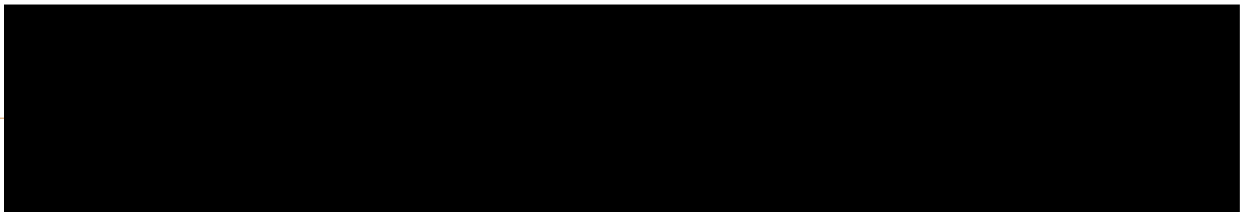
Background and Current Status:

- At present, after holding a Class 5 driver's licence for one year, individuals may apply for a commercial class of licence in Newfoundland and Labrador. For a Class 1 driver's licence, applicants must meet the Medical Standards for Driver Fitness (as per NSC Standard 6),

successfully complete a knowledge test and vision test. A permit is then issued to allow the individual to be instructed by a licensed Class 1 driver. Once the MELT is completed and the individual feels ready to proceed, a practical assessment of driving skills (road test) is administered by the Motor Registration Division.

- Alberta will be implementing a new Learning Pathway effective April 1, 2025. The Learning Pathway uses an apprenticeship or tiered approach to Class 1 driver training. Each tier of training brings the learner one step closer to driver licensing and sets the foundation for drivers who may go on to obtain red seal certification.
- The Learning Pathway Consists of four tiers:
 - Tier 1 Entry Program: Approximately 40 hours of on-line or classroom knowledge training. At the end of this training a driver may challenge the Class 1 knowledge test.
 - Tier 2 Core Learning Program: Includes 60 hours of training focused on in the yard and in the cab. Once completed a driver can challenge the Class 1 road test. If successful, the driver will be issued a Class 1 licence restricted to operating in Alberta only.
 - Tier 3 Competence Building Program: Includes 17-25 hours of one-on-one driving instruction customized to meet the specific needs of the driver. These needs will be identified through an on-road driver assessment. When the driver has successfully demonstrated improvement in the identified competencies, the restriction will be removed from the driver's Class 1 driver's licence, giving them the mobility to operate as an interprovincial driver.
 - Tier 4 Advanced Driver Training Programs: After obtaining their Class 1 driver's licence, drivers can go on to take advanced driver training programs to further improve their skills. This may include training programs specific to the industry they are in or want to work in.
- To support the Class 1 Learning Pathway and the advancement of the Commercial Driving Industry, two industry-focused grants have been established in Alberta:
 - The Employer Grant will support the training and direct employment of Class 1 drivers. The grant will reimburse employers for their training costs for new drivers and will also offer an onboarding incentive as well as additional funding for employee professional development to ensure Alberta's commercial drivers are continuing to improve their skills.
 - The Industry Advancement Grant will fund eligible projects from organizations with a connection to the commercial transportation industry that contribute to increased employment, attraction, retention, and industry diversification.

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s. 34(1)(a)(i)

- The Red Seal program is a partnership among the federal government and PTs that sets common standards to assess the skills of tradespeople across Canada. To be considered for Red Seal designation, a trade must be designated for apprenticeship and certification by authorities in at least five PTs.

Analysis:

- Only Tier 1 and 2 are required to be completed in Alberta to obtain a Class 1 licence restricted to operate within the province only. [REDACTED]

s. 29(1)(a)

- Drivers who move to Alberta with a Class 1-equivalent driver's licence from an eligible Canadian jurisdiction will receive a Class 1 licence from the Alberta registry and are not required to complete a learning program.
- Currently, Newfoundland and Labrador exchanges Class 1 driver's licences from other jurisdictions if the driver has at least two years of experience as a licensed Class 1 driver. They may need to provide an abstract and confirmation letter from the licensing authority to verify experience. Upon implementation of Alberta's new learning pathway, anyone with a restricted Class 1 driver's licence issued after April 1, 2025, will not be eligible to have that licence exchanged upon moving to this Province – which Alberta acknowledges.

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s. 34(1)(a)(i), s. 29(1)(a)

- [REDACTED]

s. 29(1)(a)

- There are currently 10,216 licenced Class 1 drivers in Newfoundland and Labrador. There have been 1,977 Class 1 driver's licences issued in Newfoundland and Labrador since implementation of the MELT on January 3, 2024.

s. 29(1)(a), s. 34(1)(a)(i)

- Industry stakeholders such as the Canadian Trucking Alliance and Private Motor Truck Council of Canada have previously identified that there is a shortage Class 1 drivers. [REDACTED]
- Alberta advises that the Learning Pathway includes 125 to 133 hours of instruction (including air brake training), offering more hands-on skills and safety training than the 113-hour MELT program; and that it is also compliant with National Safety Code Standard (NSC) 16, which is the Standard used for MELT.
- Newfoundland and Labrador is not considering changes to Class 1 driver training and licensing. A decision to create an apprenticeship and certification program for commercial drivers would be the responsibility of IPGS.
- The Final Report of the Working Group on Labour and Skills Shortages was presented to the COMT on February 23, 2024. The Report made recommendations to create spaces for innovation in industry operations and training; accelerate government digital transformation and service delivery; reduce barriers and promote transportation sector careers to underrepresented groups; and address the high cost of training for transportation careers.

Prepared by/Approved by: K. Cull/K. G. Boland/S. Dutton
February 13, 2025

FPT Ministers Responsible for Transportation and Highway Safety
Provincial Briefing Note
Department of Digital Government and Service NL

Issue: Internal Trade - Mutual Recognition Pilot Project (Agenda Item 4(c))

Overview:

- Transport Canada is expected to provide an update on the Internal Trade Mutual Recognition Pilot Project. This is for information purposes only (TBC).

FPT Context:

- On September 26, 2024, the Ministerial Committee on Internal Trade (CIT) endorsed pursuing a pilot project to mutually recognize regulatory requirements in the trucking sector, while still ensuring levels of safety are maintained or strengthened.
- The pilot, which will be co-chaired by Canada (the Honourable Anita Anand) and Newfoundland and Labrador (Premier Andrew Furey), and conducted in collaboration with FPT Ministers of Transportation and Highway Safety, will focus on the use of mutual recognition (MR) to reduce regulatory barriers while facilitating the safe movement of goods throughout Canada including, but not limited to, the following:
 - Trip inspection information;
 - Long combination vehicle training requirements;
 - Driver medical requirements;
 - Sunset time requirements; and,
 - Signage and lighting requirements for oversized trucks.
- The direction provided by the CIT, however, permits a broader scope should additional areas for regulatory alignment be identified.
- A Working Group of Deputy Ministers responsible for internal trade, co-chaired by Canada (Privy Council Office) and Newfoundland and Labrador (IGAS), will oversee the pilot. This group will collaborate with regulatory counterparts and the Canadian Council of Motor Transport Administrators (CCMTA) to scope the elements of the pilot by March 2025 and develop an MR Agreement for approval by CIT Ministers.

Provincial Position/Potential Speaking Points:

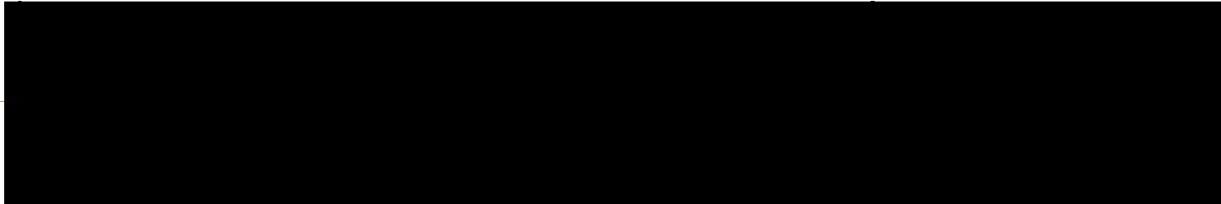
- Premier Furey is co-leading this initiative with Minister Anand with the Committee on Internal Trade and my department and I am pleased to support him in this endeavour.
- Reliable and durable transportation networks are essential for efficiently and dependably moving goods across regions within Canada.
- Given the incoming United States administration's threatened tariffs and anticipated de-regulation agenda, there is a strong need to take immediate action to improve supply chain efficiency by reducing red tape.

Background and Current Status:

- This agenda item is presented to provide an update regarding the pilot project. The purpose of the pilot is to enhance productivity, strengthen supply chains, and reduce costs for Canadians. The CIT Ministers support the pursuit of a federal-provincial-territorial (FPT) MR

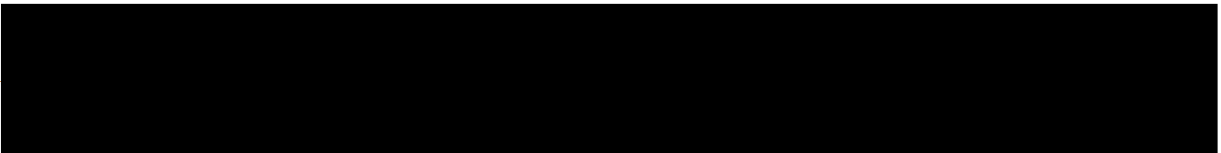
pilot project in the trucking sector. Under the trucking pilot, all provinces and territories will recognize each other's regulatory requirements, even where differences exist, to allow trucks and the goods they carry to move across Canada more effectively, without compromising safety and security measures.

- Following the CIT meeting on September 26, 2024, Ministers from Alberta, British Columbia, Manitoba, Canada, New Brunswick, Newfoundland and Labrador, Northwest Territories, Nova Scotia, Nunavut, Ontario, Prince Edward Island, Saskatchewan, and Yukon agreed to collaborate on a pilot project for MR in the trucking sector.

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s. 34(1)(a)(i)

- A 2024 Macdonald-Laurier Institute report, "Roadblocks Ahead: Internal Barriers to Trade in Canada's Truck Transportation Sector," explained, "mutual recognition requires a host province to accept the standards set out by the province from which the good or service originates. In contrast, harmonization requires establishing common standards that will be adopted uniformly by both the host and originating province."
- This pilot for MR will require participating jurisdictions to acknowledge each other's regulatory requirements, even when differences are present, and explore alternatives such as harmonization when appropriate.

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s. 34(1)(a)(i)

Analysis:

- The MR Pilot brings together three goals:
 1. Advancing regulatory alignment and clarifying regulatory requirements in the trucking sector.
 2. Testing mutual recognition in a focused manner in order to inform efforts to use the approach much more broadly across the market for goods and services in Canada.
 3. Improving productivity and informing the productivity discourse and future productivity efforts in Canada.

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Prepared by/Approved by: K. Mercer/K. G. Boland/S. Dutton
February 17, 2024

FPT Ministers Responsible for Transportation and Highway Safety
Provincial Briefing Note
Department of Digital Government Service NL

Issue: CCMTA Safety Certificate Task Force – Analysis (Agenda Item 9(b))

Overview:

- The Canadian Council of Motor Transport Administrators (CCMTA) will report back on the work undertaken to review carrier safety certificates. A decision will be required.

FPT Context:

- Each individual province and territory is responsible for the implementation and monitoring of a carrier safety fitness program for carriers registered within their own jurisdiction.
- In February 2024, the Council of Ministers Responsible for Transportation and Highway Safety (COMT) directed CCMTA to analyze the challenges with the current model for safety certificates and identify potential options to address the issue of carriers with problematic safety records operating in other jurisdictions.

Provincial Position/Potential Speaking Points:

- Commercial Vehicle Safety, including the monitoring of carrier compliance and fitness is incredibly important for overall road safety.
- Our province has implemented National Safety Codes 7, 14 and 15 under the **Carrier Safety Regulations** to the **Highway Traffic Act**. Any changes to these standards will require updates to this regulation and potentially technology.
- Modernizing standards and technology are positive steps towards reducing occurrences of unsafe carriers continuing to operate.
- Digital Government and Service NL supports the recommendations of the CCMTA.

Background and Current Status:

- Provinces and Territories are responsible for implementing legislation and programs for the monitoring of commercial carrier safety and fitness for carriers registered in their jurisdiction.
- Provinces and Territories have agreed to utilize the National Safety Code (NSC) as the basis for legislation and programs within their jurisdictions to ensure national consistency. CCMTA has been designated as the custodian of the NSC.
- Representatives from the provincial, territorial, and federal governments, through CCMTA, monitor and review the NSC standards and consult with industry. This is to ensure they retain their effectiveness and are responsive to new regulatory issues and to keep the Canadian regulatory regime focused on road safety.
- There are three National Safety Code Standards in place regarding monitoring of carrier fitness:
 - NSC Standard 7 Carrier and Driver Profile outlines the minimum list of data elements jurisdictions are required to capture.
 - NSC Standard 14 Safety Rating establishes the motor carrier safety rating

framework by which each jurisdiction shall assess the safety performance of motor carriers.

- o NSC Standard 15 Facility Audits provides the minimum requirements to be used by jurisdictions when conducting audits.

- CCMTA has started a review of these standards using a multi-phased approach. Phase One was completed in October 2024 and focused on how jurisdictions apply the requirements of the three NSC standards to identify differences that could impact safety outcomes and fair treatment of extra-provincial carriers.

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- Despite measures implemented in every province and territory, carriers with problematic safety records continue to operate across jurisdictions. Operators with poor safety records are known to hide their safety record from jurisdictions by changing owners and/or company officers to present the guise of a carrier with a clean record.

- Jurisdictions require the ability to share carrier data information throughout the country to support consistent application of the NSC. CCMTA is the entity in Canada that provides technology data exchange services to jurisdictions specific to driver licensing, vehicle registration and carrier data.

- With respect to carrier data, CCMTA's technology systems include the Carrier Data Exchange (CDE) and Carrier Snapshot (CS). If a carrier that is based in one jurisdiction undergoes an inspection or receives a conviction in another jurisdiction, this record is sent through the CDE to the base jurisdiction so that it can be added to the carrier's profile. The Carrier Snapshot provides some data on the safety rating of carriers registered in a jurisdiction.

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s. 29(1)(a), s. 34(1)(a)(i)

- [REDACTED]

s. 29(1)(a), s. 34(1)(a)(i)

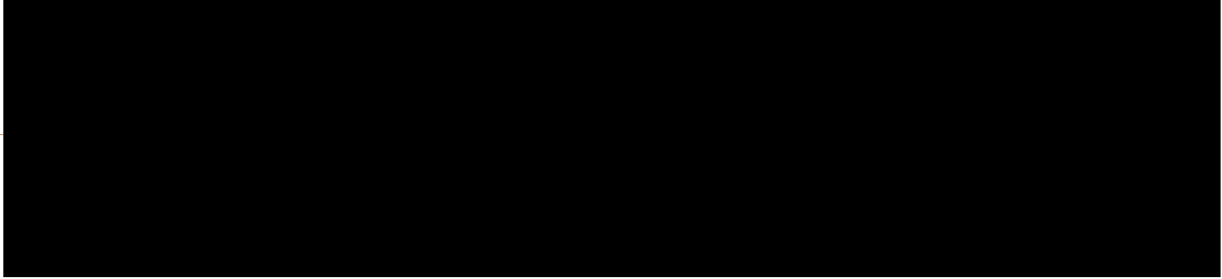
- [REDACTED]

s. 29(1)(a), s. 34(1)(a)(i)

Analysis:

- Newfoundland and Labrador has included the required elements specified in NSC 7, 14 and 15 in the **Carrier Safety Regulations** under the **Highway Traffic Act**.

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- Carriers registered in Newfoundland and Labrador are closely monitored and intervention is taken when required, as specified in the regulation, to ensure that problem carriers are addressed.
- However, currently there is no reliable way of verifying the safety rating of carriers that are operating in this province but are registered in other jurisdictions. Improved data sharing is therefore critical to identifying potential problem operators and taking corrective action.

Prepared by/Approved by: K. Cull/K. G. Boland/S. Dutton
February 13, 2025

FPT Ministers Responsible for Transportation and Highway Safety
Provincial Briefing Note
Department of Digital Government and Service NL

Issue: School Bus Safety Task Force Report (Agenda Item 9(a))

Overview:

- The Council of Ministers Responsible for Transportation and Highway Safety (COMT) will be asked to approve the publication of the second report from the School Bus Safety Task Force.

FPT Context:

- On January 21, 2019, the COMT established a Task Force, comprised of federal/provincial/territorial governments and school bus safety stakeholders, to look at ways to further enhance school bus safety, both inside and outside the bus, with an emphasis on seatbelts.

Provincial Position/Potential Speaking Points:

- We support the public release of this report.

Background and Current Status:

- School buses have an excellent safety record in Canada and have been proven to be safer than any other method for transporting children to and from school.
- School buses are built, inside and out, to protect children. School buses have flashing red lights and stop arms designed to help children get on and off the bus safely. They are driven only in good weather conditions and by qualified drivers. They have a series of structural safety features built in that are specifically designed to protect children in the event of a collision. School buses are mandated to have high roof-crush standards, reinforced joints and electronic stability control to help prevent rollovers and a highly effective seat design known as “compartmentalization”.
- The Task Force report “Strengthening School Bus Safety in Canada” was approved at the February 2020 COMT meeting for publication on the COMT website. That report acknowledged that, while three-point seat belts can offer added protection in certain rare collision scenarios (e.g. rollover, vertical, lift, side-impact), there are key operational concerns and risk factors associated with their installation and use.
- Subsequently, Ministers agreed to launch pilot projects to assess the viability of seatbelts on school buses in Canada. Transport Canada, in collaboration with the Government of British Columbia and the City of Sudbury, Ontario, completed school bus seatbelt pilot projects to assess the operational considerations associated with the use of three-point seatbelts in school buses and to validate the Task Force’s Guidelines for the safe installation and use of seatbelts.
- The presented report outlines the findings of the pilot projects. The report does not make a specific recommendation regarding mandatory seatbelts in school buses.
- Based on the research and the work of the Task Force (including the pilots), Transport Canada published regulations in the Canada Gazette Part II that apply only to newly manufactured/imported buses. The Regulations came into effect on December 18, 2024 and

will require the mandatory installation of exterior perimeter visibility systems on new school buses as of November 1, 2027; set minimum requirements for the voluntary installation of infraction/stop arm cameras; and mandate a label indicating the school bus may be equipped with infraction/stop arm cameras.

s. 29(1)(a), s. 34(1)(a)(i)

- Newfoundland and Labrador has an extensive inspection program in place to ensure the highest standards for all school buses operated in the Province. Before any school bus is eligible for registration, it must pass a compliance inspection by Digital Government and Service NL's Highway Enforcement Officers (HEOs). All school buses must also be compliant with the Canadian Standards Association (CSA) D-250 standard that was in effect at the time of manufacture.
- HEOs also inspect 100 per cent of registered school buses every fall, inspect an additional 30 per cent in the spring, and perform random inspections throughout the year in response to complaints and various types of incidents.
- All school buses are also required to pass a Commercial Motor Vehicle Inspection (CMVI) in July and December. Proof of a satisfactory inspection must be submitted to the Department of Digital Government and Service NL (DGSNL).
- Any non-compliance results in the immediate suspension of the vehicle registration and possibly the imposition of fines.
- Under the **Highway Traffic Act**, image capturing enforcement systems (ICES) are permitted to identify vehicles speeding above the posted speed limit on roadways and highways, in construction zones and through school zones; to identify vehicles passing a school bus when it is stopped with the stop arm extended; and to identify vehicles failing to obey traffic control signals.
- DGSNL is currently progressing through a Request for Proposals process to identify a vendor that would provide, install, operate, test, and maintain/repair ICES and issue/serve tickets to the registered owner of the offending vehicle. The first phase of this initiative will focus on identifying vehicles speeding above the posted limit on provincial/municipal roads/highways and then be used to inform future rollout of more ICES for the purpose of identifying vehicles speeding through school zones, construction zones, passing a school bus when it is stopped with the stop arm extended, and vehicles failing to obey traffic control signals.

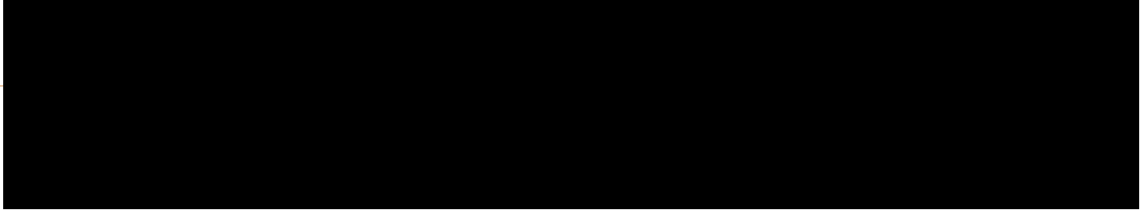
Analysis:

- If seatbelts were to be made mandatory in Newfoundland and Labrador, the following implications to student transportation are anticipated:

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- Newfoundland and Labrador will remain engaged in the FPT Task Force as it continues with this work.

Prepared by/Approved by: K. Cull/K. G. Boland/S. Dutton
February 6, 2025

FPT Ministers Responsible for Transportation and Highway Safety
Provincial Briefing Note
Department of Digital Government Service NL

Issue: Stolen Vehicles Working Group Report (Agenda Item 9(f))

Overview:

- The Stolen Vehicles Working Group will provide its final report. There is no decision to be made at this time.

FPT Context:

- At the Council of Deputy Ministers for Transportation and Highway Safety (CoDM) meeting of May 15, 2023, Deputy Ministers tasked the Federal-Provincial-Territorial (FPT) Policy and Planning Support Committee (PPSC) to consider the issue of stolen vehicles and determine next steps for impacted jurisdictions.
- The Stolen Vehicles Working Group was established and brought together interested jurisdictions, including Transport Canada (TC), British Columbia, Yukon, Alberta, Saskatchewan, Ontario, Québec, New Brunswick, Prince Edward Island, and Newfoundland and Labrador to examine current activities and establish a coordinated way forward to help address the increase in vehicle theft.
- The federal government hosted a National Summit on Combatting Auto Theft on February 8, 2024, with PTs and industry. A number of federal measures were announced at that time, including increasing capacity of the Canada Border Services Agency (CBSA), and pursuing all avenues to ban devices used to steal vehicles by copying the wireless signals for remote keyless entry.
- The Working Group's interim report was presented to the Council of Ministers for Transportation and Highway Safety (COMT) in February 2024, followed by a final report that was approved by the CoDM in September 2024.

Provincial Position/Potential Speaking Points:

- Departmental officials have been active participants on the Stolen Vehicles Working Group and are happy to continue to partner with federal, provincial and territorial colleagues to support pan-Canadian initiatives of mutual concern.
- Newfoundland and Labrador is currently addressing this issue through the following processes:
 - Insurance companies are required to report the status of a vehicle (i.e., stolen, written off, non-repairable, etc.) to Motor Registration Division (MRD) so that the vehicle record can be updated accordingly.
 - Inspections completed by an authorized official inspection station are required before a vehicle can be transferred to a new owner. During these inspections, the station is required to verify the Vehicle Identification Number (VIN).
 - Vehicle data maintained by MRD is shared through the Interprovincial Records Exchange (IRE) and is referenced by staff when processing a vehicle registration or transfer.
 - When MRD is notified that a vehicle is stolen, it is registered accordingly with the IRE.
 - Vehicles are not registered unless the owner can provide clear title to the vehicle.

- In 2023, MRD launched the new Dealers Regulations which requires all authorized dealers to use an online portal (DealerWeb) to complete all vehicle transactions. The DealerWeb provides a more efficient and secure means for authorized dealers to register vehicles and includes an automatic confirmation with the IRE during the vehicle registration process.
- In 2022, with funding from Transport Canada, MRD implemented the Insurance Validation Program which cross-references all VINs for light vehicles with the Insurance Bureau of Canada's (IBC's) database. Any VIN that cannot be confirmed results in a registration suspension.

Background and Current Status:

- The Canadian Finance and Leasing Association's May 2023 report, "Illegal Exports: Addressing the Problem of Exported Stolen Vehicles", notes that vehicle theft has reached a critical point, where one car is stolen every six minutes in Canada, imposing a billion-dollar cost to Canadians each year. The report also found that organized crime is often at the center of the vehicle theft crisis and the profits earned from these thefts are primarily used to finance activities such as drug trafficking, money laundering, and terrorism.
- Provincial and territorial governments are responsible for driver licensing, vehicle registration, and rules of the road. In addition to federal regulatory requirements for new and imported vehicles, the standards to which vehicles must adhere for use on public roads is a matter of provincial and territorial jurisdiction, as are aftermarket additions to vehicles, such as aftermarket theft prevention devices. At the same time, provincial and municipal law enforcement agencies have important roles to play in countering organized crime and vehicle theft.
- In Fall 2023, the Working Group initiated a survey to obtain a better understanding of the best practices and gaps across transportation ministries to contend with the issue. In addition, the Working Group conducted a series of meetings with key stakeholders from industry and law enforcement to identify opportunities for collaboration. These meetings included presentations and an open discussion with Chief Executives from the Canadian Vehicle Manufacturers' Association and Global Automakers of Canada, as well as law enforcement representatives from the Royal Canadian Mounted Police (RCMP). Public Safety Canada (PS) as well as Innovation, Science and Economic Development also sent observers.
- The Final Report builds on the Interim Report and focuses on fraudulent vehicle registration and the reVINning of stolen vehicles as an area that could benefit from enhanced collaboration across, with specific recommendations for future work to include:
 - Options to address fraudulent vehicle registration
 - Enhanced collaboration and information sharing across governments
 - A review of federal regulations and standards relating to vehicle theft prevention
 - Strengthened public awareness and outreach
- Upon review of the recommendations outlined by the Working Group, the CoDM requested that the Canadian Council of Motor Transport Administrators (CCMTA) target work to address the issue of vehicle theft within the scope of its mandate, recognizing that its IRE is the primary tool through which provinces and territories can exchange driver and vehicle registration information. As a result, the CCMTA, which includes representatives from all provinces and territories and the federal government, has established a Stolen Vehicles Task Force to examine what steps it could take to address reVINning and fraudulent vehicle registration, with a view towards delivering a report to the CoDM in Spring 2025.

- With the approval of the Final Report by the CoDM in September 2024, the Working Group has completed its mandate. [REDACTED] Moving forward, the CCMTA Stolen Vehicles Task Force has assumed a leadership role in identifying measures to address reVINning and fraudulent vehicle registration.

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Analysis:

- In May 2024, the then-Minister of Transport Canada, the Honourable Pablo Rodriguez, wrote our government to urge action to make the necessary investments in our vehicle registration processes to support the quick identification of potential auto theft, to which our response advised of the processes currently in place by MRD to help reduce vehicle theft, as described in Potential Speaking Points above.
- IBC published a news article on August 8, 2024, which included recommendations to provinces and territories to assist in preventing reVINning. The recommendations were based on their review of the practices in place in Ontario. IBC also provided recommendations to MRD on August 9, 2024:
 - Introduce a physical VIN inspection conducted by a certified mechanic as part of the safety inspection that precedes every vehicle transfer. MRD response advised that this practice is already in place.
 - Eliminate the ability for private citizens to complete a third-party authorization on another person's behalf without Power of Attorney. MRD response advised that private citizens are not permitted to complete transactions on behalf of another party unless a Power of Attorney is in place.
 - Ban the public from relying on a New Vehicle Information Statement (NVIS) to register a vehicle, limiting this registration mechanism to licensed dealers. MRD currently does not ban the public from presenting a NVIS to register a vehicle; however, the majority of new vehicle registrations are performed by registered dealers.
 - Prevent the general public from purchasing another person's Registrant Identification Number (RIN) history, limiting full access to law enforcement. MRD advised that it does not provide vehicle ownership history to the general public.
- MRD Officials will continue to participate in this work through the CCMTA Stolen Vehicles Task Force.

Prepared by/Approved by: K. Cull/K. G. Boland/S. Dutton

February 6, 2025