

From: Conrad <lelievreeng@ns.sympatico.ca>
Sent: October 8, 2018 6:31 PM
To: Office of the Legislative Counsel
Cc: Arsenault, Paul J; Mitchell, Kevin D
Subject: Law Amendments Comments Concerning Bill 80 -Traffic Safety Act
Attachments: Traffic-Safety-Act-18-47576-103204 Traffic Safety Act Media Handout.pdf

Legislative Council Office:

I wish to make comments on Bill 80, the Traffic Safety Act.

I am Conrad LeLièvre P.Eng. CRSP.

I am the Nova Scotia Director on the board of the National Association of Automobile Clubs of Canada.

I am also a member of the Public Safety Committee of Engineers Nova Scotia and Engineers Nova Scotia official stakeholder feedback representative for the Traffic Safety Act.

First, I want to congratulate the Government of Nova Scotia for bringing forward this significant re-write to replace the aging Motor Vehicle Act.

I have been involved in suggesting updates to the Motor Vehicle Act for the last 10 years, and have been very involved with Paul Arsenault over the last 3-4 years in providing feedback from the automobile hobbyists of Nova Scotia.

This new Act will undoubtedly make the roadways of Nova Scotia safer for the public.

My comments are confined to the following two areas.

Antique and Vintage Vehicles:

In the definitions in the draft Traffic Safety Act, I could find nothing that defined an "antique" motor vehicle. In the current Motor Vehicle Act, an antique vehicle is defined as being 30 years old or older.

It is suggested that such a definition be added to the Act, as this definition is of significant interest to automotive hobbyists in the Province.

A "homemade vehicle" and a "modified vehicle" have both been clearly defined in the draft Act.

If it is planned that an "antique vehicle" will be handled in the licensing regulations created at a later date, that may be an acceptable alternate solution.

Municipal By-Laws:

The draft Traffic Safety Act allows for municipal traffic authorities.

Sub-section 78 (a) allows for the creation of regulations respecting traffic authorities.

But in the sections previous to this one, dealing with municipal traffic authorities, it seems to give such municipalities authority over only the movement of traffic within their jurisdictions. It does not appear to give municipalities any authority over motor vehicle equipment.

In the media handout, copy attached, under Municipal By-Laws, it appears to give them authority over the regulation of noise.

This noise regulation authority should only extend to traffic routing or speed limits within the municipality, and not to regulation of motor vehicle equipment such as mufflers or exhaust systems.

Any regulation regarding motor vehicle equipment should be province-wide and be controlled by the equipment regulations under the Act and not by municipalities.

Unfortunately, from the attached document, it cannot be determined what scope of control was intended to be given to municipalities.

One of the major headaches for hobbyists with the current Motor Vehicle Registration system is the variance in responses given by the Access Nova Scotia offices across the province to equipment questions posed. Allowing municipalities to control motor vehicle equipment would only add to that frustration.

I thank you for the opportunity of submitting comments.

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