

-----Original Message-----

From: Robert Lamb [mailto:rlamb@videotron.ca]

Sent: November 5, 2007 10:37 AM

To: 'pelletj@tc.gc.ca'

Cc: 'mintc@tc.gc.ca'; 'Jean.B@parl.gc.ca'; 'Mulcair.T@parl.gc.ca'; 'Dion.S@parl.gc.ca'; 'Layton.J@parl.gc.ca'

Subject: FW: Urgent - Please Provide me with a letter of admissibility.

Importance: High

xxx , here is a write up of what has to be done by Mr. Cannon and Mr. Harper over the course of the next few weeks. If not, I can guarantee you that this will hit the press and make the Conservatives look very bad. Already over 1 million people have visited the web site and clearly understand what Transportation Canada is up to . **(I was referring to the Red Flags Forum)**

The Liberals and NDP are going to be advised of the situation by 4:00 P.M. today.

Please provide me with a special exemption or at least have someone from transportation put down in writing to the me and the public that Honda America states that the Honda Civic 2008 does not meet Canadian Standard Specification CMVS 114 and that there is no work around. The car cannot be altered. (which we all know is a lie)

I am fully prepared to return the car... but I do not want to see it back in the country in 3 years when the American leases run out and they start dumping the cars into Canada.

Again, thank you for your time in this urgent matter.

Robert Lamb

xxxxxxxxxxx

Non Tariff Barrier

CMVSS 114 (latest iteration) was concocted in 2003. After extensive consultation with Canadian Vehicle Manufacturers Association (CVMA), individual manufacturers, Insurance Bureau of Canada, Insurance Company of British Columbia and other industry groups it came into effect Sept. 01 2007. What is most interesting is that the cost to the manufacturers to put it in each vehicle was estimated to be \$32. Equally interesting is that the European and FMVSS 114 USA were accepted up until Sept 2007 at which time the United Nations ECE standard replaced the CMVSS 114 that existed up to that time. It should be emphasized that the ICB and ICBC were supportive of a home grown after market solution or the system used by US manufacturers in high theft vehicles. All this is not cast in stone, what the politicians/bureaucrats write can be rewritten. It is not difficult for Lawrence Cannon to instruct his bureaucrats to rewrite CMVSS 114 to accept European, US and ICB/ICBC standards. We have a land border with a country that constitutes 90% of the NA market it does not make sense to have Acts/Regulations that do not take economic and geographic reality into account. The bottom line here is that Canada has a regulation that adds \$4,000 to \$40,000 to the cost of a car for the Canadian buyers. This regulation was not supported by the manufacturers or the insurance industry in 2003-2004 when it was formulated. Mind you it became very useful to the manufacturers and dealers over the past two years. This abomination has to be amended and it is not a long drawn out process to get Privy Council to issue the amendment. Lawrence Cannon is personally responsible for presenting his recommendations and supporting documentation to Privy Council. Privy Council is a subset of parliament, after Cannon shifts the burden to privy Council you can then find Flaherty and Harper responsible for adding \$4,000 to \$40,000 to the cost of your car. A \$32 mod adds \$4,00 to \$40,00 to the cost of a car, Alice in Wonderland alive and well, living in Canadian Govt regulations.

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