

The Following is a summary of the discussions on Dec 4 and 5th. Readers please note we have submitted these minutes on the basis of the input we received from your teammates on CWB.

We have not attempted to significantly modify or change the inputs we received, it is not our intention to sugar coat anything, but simply provide you with the impressions of a few Canadians from all across our nation!

These are quick notes from folks all around the country that listened in and for up to 4 hours and then spent some time putting together these notes. Their contributions have been outstanding. We wish to thank them!

Of course these minutes could have errors and omissions. Nobody is perfect.

May we remind you all we were cautioned prior to the meeting that taping these meetings would be at our own risk.

Transport Canada will not provide a copy of their tape to us.

In order to really present a complete picture from all sides, on these public consultations, we have copied the TC folks and asked that they review and identify any EOE. We are committed to making any changes in order to reflect the truth.

We will also attempt to send off the minutes to the folks at VSIB, CMVB, Ucanimports.com and request their input as to the accuracy.

Note: with please excuse the misspelling of Names,- let us know and we will fix!!!!

Consultation Session 2 – Tuesday December 4, 2008 1:00pm to 3:00pm

Notes:

1. Roll call: Robert Lamb – CWB; Carl Paquin – CWB; Serge Bergeron – CWB; Kash Ram – TC “leader”; Zabin Somani – ucanimport.com; Claude Roy – dir importation defects recalls investigations etc...; Jim Bain – chief of compliance ; Dan Davis – chief of standards; Atlantic Canada: nobody; Quebec: Robert Lamb – CWB; Cy Daly – CWB; Ontario: Reg Phyllips VSIP; Hugh Morris VSIB – Their organization will be providing a written statement later. Jeff Turner CVMA- their organization will be providing a written statement later; Carl Paquin – CWB; Manitoba: nobody; Saskatchewan: nobody; Territories – nobody; Alberta: Rob With? VSIB; Don Baron – CWB; BC: Zabine Samani – ucanimport.com CWB

Here are the web sites of those attending, to provide you with more info.

<http://www.vsib.ca/index.html>

<http://www.cvma.ca/eng/about/about.asp>

2. Intro: additional TC people have been invited to this session due to the range of questions from last session
3. Reg Phyllips VSIB:
 - a. concerned comments reflecting airbag safety. ULC275 ; need to reflect that ULC275 procedures are safe – never had any problems to date re air bag safety. Do not agree with the manufacturer’s statement re: safety.
 - b. Kash clarified that the context is with 2008 models only. He’d like to see information that suggests that 2008 models are dynamically different than 2007 models. Second concern: make reference that if system is “mechanical” – too vague for them to make comment.
 - c. Dan Davis – an electronic immobilization must have at least 50000 codes regardless of if the system has electronic components. Any pass-lock system would be considered mechanical.
 - d. Third concern – p371 – typo estimated cost per vehicle at \$300 whereas they indicated that normal cost would be under \$500. VSIB has historically charged more than \$300 but they are not sure where this figure came from. VSIB believes that they would likely be under \$500. p 3369-3370 – wording requiring a specific reference to the standard, also the word “can” should be replaced with “must”. TC left it as “may” to meet smaller market needs.

- e. Next – is TC be able to provide a list of those vehicles that can be retrofitted? TC not sure if they will use the RIV list for this. This will be up to OEMs. Intent is to work closely with manufacturers but in absence of participation there is flexibility for TC to make certain determination to adjudicate this regulatory amendment.
4. Mr Morris VSIB – needs clarification re 3369 – requires a letter from manufacturer that an aftermarket immobilizer will not create a safety issue.
5. Rob Whitfield – reference to unsafe airbag problems and that it applies only to 2008 models puts their group in a bad light. Perhaps remove the clause. Kash says they were reflecting the manufacturer views. P3371 1st para. Taking what manufacturer tells them on good faith – **require that OEM must clearly provide technical documentation re: vehicles that cannot be safely modified.**
6. Kash pointed out that the current problems only started recently despite 12 years of good experience so they'd like to think that they can work with them to fix this. The expectation is that all parties will work together to resolve the issue.
7. Rich Phyllips – gave an example of GM. They declare it unsafe if an after market immobilizer system is installed by a 3rd party, yet they appear to be allowing their own technicians to do installations of these units at their dealerships.
8. Rob – 3370 – suggestion, change text ...
9. Don Baron – CWB – question: does anybody at TC/RIV/CBSA tell the truth? He told his story.
Kash tried explaining that the government is trying to help.
10. Robert asked re comment how do we really know that all vehicles sold in Canada meet the Canadian safety standards. (we are not sure of the sequence that these comments were provided)
 - a) Honda U.S. – (receives all its information from the manufacturing site (in this case the Alliston Plant in Ontario))
 - b) TC has declared the 2008 Honda Civic is inadmissible due to the immobilizer. We are told the manufacturer can not declare that 2008 Honda EXL meets the Canadian standards.
 - c) Robert was told by Honda USA that only if you are an American Citizen transferring into Canada would they provide a letter indicting that the car meets Canadian Safety Standards.
 - d) Cy Daly will be submitting his report tomorrow. There are no differences between the immobilizer installed in the US market car and the Canadian Market car.
 - e) If A = B, and B = C then A = C, Robert requested that the Canadian version of the Honda EXL be Audited by TC. Given these facts Canadians appear to be driving an unsafe car on Canadian roads!

- 11) Robert asked the TC reps.. In the last few years how many manufacturers have been audited within this their self-compliant regime and how many were caught misleading the Canadian public!
- 12) Mr. Banes indicated that they were becoming more and more proactive in this area. Representatives of TC acknowledged that safety and Canadian lives are their utmost concerns and their highest priorities. They seemed to state that they did not have sufficient resources to do the job, but they were becoming more and more proactive.
- 13) Robert asked if they were planning to audit any of the 2008 Canadian market models that were manufactured after Sep. 1st 2008.
- 14) Robert asked how we could help; he offered to provide the reports of the Immobilizer teams to Mr. Banes. Don Baron suggested that we will be calling upon the powers to be to request that the department be given more resources to do the job!

Here is another person's understanding of the Public Consultation session:

That TC admitted today they received cart Blanc from the Canadian vehicle manufactures information on the Canada standard immobilizer. This same information in the Honda documents says, the 2006 to 2008 are identical for Canada and the United States of America.

TC were told today the Immobilizer is identical for Canada & US vehicles as verified in the Honda manufacturing documents.

The Deceptive practices of the Vehicle Manufactures including Honda Canada for giving false information to TC Government officials is a maneuver by which TC must take action to verify by completing independent vehicle inspections and should the false information be confirmed, Criminal charge must be laid on the CEO of each named manufacturer including their Board of Directors.

TC officials must take action now that they have been told today on this conference call that these discrepancies are out and on the table. TC officials could leave the door open for themselves to law suit if they do not follow up with the discrepancies.

Vehicle Manufactures, CSO's and their Board of Directors need to be made accountable to the Canadian Electorate / Public for their actions. (Remember the Westbury Mine Explosion, and the laws that followed it.)

We are all accountable. No one is exempt.

Let's get this mess cleaned up!!!!

The following are notes were received from one attendee but we are note sure if these statements we made, but they certainly reflect the opinion of many of our members

There are laws in this country and in the USA that protect the public from White collar Corporate Theft and Deception and we have all seen the rascals been carted off to the Big House for 25 years each including Millions of dollars in fines.

In fact we have a British Lord/ Canadian media person in Chicago who is going to joining the parade this month.
" Stay Tuned!!!! " .

As Toronto Maple leaf All Star player Carl Brewer commented on the theft of their NHL pension and downfall of NHL player Association President Allan Eagleson. Eagleson did not surround himself with Friends and Business Associates, they were all " dupes and stooges "!!!!!!!!!!

Consultation Session 3 – Wednesday December 6, 2008 11:00am-1:00pm

Notes:

1. Roll call: Kash Ram – TC “leader”; Claude Roy – director enforcement importation certification; Jim Bain – chief of enforcement compliance; Christian Lavoy – dir stds; Dan Davis – chief regulations stds...
2. Atlantic Canada: Tim Doherty – Deputy Registrar of Motor Vehicles; Quebec: Robert Lamb – CWB; Alexander Guy? – Assoc Assurance Quebec; Cy Daly – CWB; Ontario: Serge Bergeron – CWB; Reg Phylips VSIP – technical director; Marina Michelangic – Quality Safety Systems; Carl Paquin – CWB; Manitoba: Brian Appenchuck – Manitoba Public Insurance; Saskatchewan: Brian Kline Sask government Insurance; Territories – nobody; Alberta: Harry Parodo? – Alberta safety infrastructure and transportation; John Eison; BC: nobody

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3. Intro: additional TC people have been invited to this session due to the range of questions from last session
4. Kash – indicated that they are meeting with many other stakeholders. Trying to do as much as possible re: this week and early next week.
5. Rob Lamb – read the group’s statement
6. Serge Bergeron – read the petition
7. Kash made a comment re: harmonization that we are mostly already harmonized except in certain specific areas. TC strongly believes that there is further room for harmonization where safety is not at risk. Manufacturers strongly believe in increased harmonization which would facilitate cross-border trade. Although there are certain areas that TC will not harmonize with. Glad that Canadians and our group have supported the benefits of immobilizers. Update: large number of comments received from stakeholders from across Canada, over 100-200 statements. Kash’s team will consolidate for presentation to senior management.
8. Rob Lamb asked how many vehicles were brought into Canada in November: 30000, not sure how many were new but will provide later. Kash said there are roughly a dozen companies that have declared no vehicles as inadmissible since they accepted the Canadian STD re: immobilizers.
9. M. Kash indicated that tomorrow they will be working hard all day meeting with the Manufacturers and their associations.

10. Rob Lamb asked that their positions be made public. Kash indicated that TC would be consolidating the input. Rob asked why they would not clearly indicate the position of each organization. He was told it was too much work, and they wanted to get this done quickly. (Editor's note : Mr. Lamb should have asked... Since the Manufacturers and all the stakeholders were invited to listen in to these Public Consultations over the last two weeks, why weren't the public invited to sit in on the sessions tomorrow)
11. Brian Rapenchuck – voiced support for amendment – agreed that vehicles equipped should be allowed into Canada and that vehicles that are not equipped can be retrofitted. Manitoba has been operating an immobilizer program for a while. They believe that installing aftermarket immobilizers is perfectly safe.
12. Carl asked re: position of provinces declared last week which suggested than one or more preferred status quo. Kash said that was last week. Met with provinces and territories yesterday; now either supportive or comments to follow.
13. Reg Phyllips VSIB – also want to know how many vehicles coming in are 2008's. also wants to be copied on November stats.
14. Bryan Kline – Sask – if amendment does through and permit retrofit will this be a reqt prior to Form 1 at federal inspection level. Claude said it would be a condition of the vehicle being admissible. It would be covered off in the federal inspection and would not place a demand on provinces.
15. John Elson – VSIB – what is last date for written submissions – see Canada Gazette (14th of Dec) but prefer sooner than that, preferably this week.

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