

> ----- Original Message -----
> From: "Mario G. Turanovic" <mgtdpm@telusplanet.net>
> To: "Tremblay, Pierre" <TREMBPO@tc.gc.ca>
> Cc: <BAINJ@tc.gc.ca>; <Cannon.L@parl.gc.ca>; <DAVISDA@tc.gc.ca>;
> <pelletj@tc.gc.ca>; <ramK@tc.gc.ca>; <RANGERL@tc.gc.ca>; <walasea@tc.gc.ca>;
>
> <pm@pm.gc.ca>; <jaffer.r@parl.gc.ca>; <ambrose.r@parl.gc.ca>;
> <Baird.J@parl.gc.ca>; <info@tbs-sct.gc.ca>; <Toews.V@parl.gc.ca>;
> <mlebreton@pco-bcp.gc.ca>; <oconng@parl.gc.ca>; <flaherty.j@parl.gc.ca>;
> <vanlop1@parl.gc.ca>; <vanloan.p@parl.gc.ca>; <mackap1@parl.gc.ca>;
> <hillj@parl.gc.ca>; <paradis.c@parl.gc.ca>; <ambror1a@parl.gc.ca>;
> <troubleshooter@globaltv.com>; <rlamb@videotron.ca>; <sylvie@bergeron.ca>;
> <communications@oag-bvg.gc.ca>; <cyriladaly@sympatico.ca>;
> <tradewindsgroup@shaw.ca>; <paul-b@sympatico.ca>; <paquincarl@hotmail.com>;
> <clarke.hunter@macleoddixon.com>; <donnykinc@shaw.ca>
> Sent: Wednesday, January 23, 2008 4:49 PM
> Subject: My response to Mr. P. Tremblay re:5+ MONTHS and STILL UNRESOLVED!!
> My RIV Case #JXXXXXX
>
>
>> Dear Mr. Tremblay,
>> Below is my response to your email of January 21, 2008.
>> I as well took the liberty of attaching it in its original Word format so
>> as to better delineate the paragraph structure.
>>
>> As mentioned below, I eagerly await your response.
>> Dr. Mario Turanovic
>>
>>
>

>> January 23, 2008
>>
>> Dear Mr. Tremblay:
>>
>> Thank you for your response to my complaint. Unfortunately, I am still
>> unclear
>> about a few points that your email raised, and I would be most
>> appreciative if
>> you could clear them up for me.
>>
>> Firstly you state the following:
>> "I provide below, relevant information with regard to importation of
>> vehicles
>> from the US. Firstly, the Motor Vehicle Safety Act (MVSA) permits
>> importation
>> of vehicles at the retail level from the US provided that the importer
>> agrees
>> to modify the vehicle and have it certified to Canadian requirements:
>> <http://www.tc.gc.ca/acts-regulations/GENERAL/M/mvsa/menu.htm>"
>>
>> All that I can say to this is YES!! I - being the importer - agree
>> wholeheartedly that I want to modify my 2008 U.S. spec Corvette so that it
>> is certified to Canadian requirements.
>>
>> Secondly you state:
>> "Under the authority of the MVSA, the Motor Vehicle Safety Regulations

>> (MVSR)
>> prescribes the responsibilities of the importer and authorizes the
>> Minister to
>> establish the registrar of imported vehicles (www.riv.ca):
>> [http://www.tc.gc.ca/acts-](http://www.tc.gc.ca/acts-regulations/GENERAL/m/mvsa/regulations/mvsrg/010/mvsr12.html)
>> [regulations/GENERAL/m/mvsa/regulations/mvsrg/010/mvsr12.html](http://www.tc.gc.ca/acts-regulations/GENERAL/m/mvsa/regulations/mvsrg/010/mvsr12.html)"
>>
>> As you will note from the List, manufacturers are not obligated to provide
>
>> any
>> information on admissibility of specific US vehicles to Transport Canada.
>> The
>> information in the list is provided on a purely voluntary basis. TC
>> cannot
>> attest to the accuracy of the information in the List."
>>
>> After reading the above two paragraphs, I am wondering why the RIV even
>> exists?
>> Since they only collect and publish information provided to them on a
>> voluntary
>> basis and to which TC cannot even attest the accuracy of the information,
>> what
>> is their purpose? Pardon me for being blunt, but this is starting to look
>> like
>> a huge waste of tax dollars. The National Gun Registry comparison comes to
>
>> my
>> mind. Could this be another case?
>>
>> Thirdly you write:
>> "Nevertheless, TC contacted General Motors of Canada Ltd with respect to
>> 2008
>> Corvettes. TC was advised by GM that:
>> * the bumpers are different between the 2 countries
>> * because collision protection performance is based on the vehicle systems
>> taken collectively (as opposed to components individually), they cannot
>> certify
>> that by switching the US bumper with a Canadian bumper, the modified
>> vehicle
>> will then meet all CMVSS."
>>
>> This information seems very strange because the 2006 and 2007 Corvettes
>> (U.S.
>> and Canadian spec models) each have the EXACT SAME bumper components and
>> part
>> numbers as the 2008 models. In other words, nothing has changed for the
>> last
>> THREE model years, yet the 2006 and 2007 cars can be readily modified and
>> the
>> 2008 - for whatever reason - cannot.
>>
>> Fourthly you state:
>> "TC has audit and verification rights under the MVSA for Canadian
>> specification
>> vehicles alone."
>>

>> If this is the case, would it not make logical sense to audit and verify
>> if
>> there are any obvious bumper component differences between the Canadian
>> spec
>> 2006/2007 Corvettes and the Canadian spec 2008 model? Since this appears
>> to be
>> the only power that TC has in this situation. If indeed there are no
>> differences, would it not seem like General Motors of Canada is actively
>> committing corporate fraud on Canadian citizens by keeping the \$25,000 -
>> \$30,000 MSRP difference in place purely because of its "position of trust"
>
>> that
>> was placed upon it by TC?
>>
>> As a tax payer and Canadian citizen, I would certainly hate to see the
>> above
>> scenario become a reality.
>>
>> I would like to work with you to seek a positive solution to my problem. I
>> suggest that the most logical action is for TC to exercise its auditing
>> and
>> verification rights and ascertain if there truly are any differences
>> between
>> the 2006/2007 and the 2008 Canadian spec Corvette bumper systems. I
>> eagerly
>> await your response.
>>
>> Sincerely,
>>
>> Dr. Mario G. Turanovic
>> 780-707-7858
>> mgtdpm@telusplanet.net
>>
>>
>

>>
>> Quoting "Tremblay, Pierre" <TREMBPO@tc.gc.ca>:
>>
>>> Dear Mr. Turanovic;
>>>
>>> The Minister is in receipt of your emails with regard to your difficulty
>>> in
>>> certifying your 2008 Corvette to Federal requirements and thereby being
>>> unable to register your vehicle with provincial authorities.
>>>
>>> I provide below, relevant information with regard to importation of
>>> vehicles
>>> from the US. Firstly, the Motor Vehicle Safety Act (MVSA) permits
>>> importation of vehicles at the retail level from the US provided that the
>>> importer agrees to modify the vehicle and have it certified to Canadian
>>> requirements:
>>> <http://www.tc.gc.ca/acts-regulations/GENERAL/M/mvsa/menu.htm>
>>>
>>> Under the authority of the MVSA, the Motor Vehicle Safety Regulations
>>> (MVSR)

>>> prescribes the responsibilities of the importer and authorizes the
>>> Minister
>>> to establish the registrar of imported vehicles (www.riv.ca):
>>> [http://www.tc.gc.ca/acts-](http://www.tc.gc.ca/acts-regulations/GENERAL/m/mvsa/regulations/mvsrg/010/mvsr12.html)
>> regulations/GENERAL/m/mvsa/regulations/mvsrg/010/mvsr12.html
>>>
>>> The List of Vehicles Admissible from the US was created for reasons of
>>> administrative ease:
>>> <http://www.tc.gc.ca/roadsafety/importation/VAFUS/Menu.htm>
>>>
>>> As you will note from the List, manufacturers are not obligated to
>>> provide
>>> any information on admissibility of specific US vehicles to Transport
>>> Canada.
>>> The information in the list is provided on a purely voluntary basis. TC
>>> cannot attest to the accuracy of the information in the List.
>>>
>>> Both Canada and the US have similar self-certification regimes. In
>>> Canada,
>>> manufacturers and importers of new vehicles certify their vehicles to the
>>> Canada Motor Vehicle Safety Standards (CMVSS:
>>> [http://www.tc.gc.ca/acts-](http://www.tc.gc.ca/acts-regulations/GENERAL/m/mvsa/regulations/mvsrg/toc_mvsg.htm)
>> regulations/GENERAL/m/mvsa/regulations/mvsrg/toc_mvsg.htm)
>>> at the time of main assembly. TC has audit and verification rights under
>
>>> the
>>> MVSA for Canadian specification vehicles alone. In the US, manufacturers
>
>>> and
>>> importers of new vehicles must self-certify their vehicles to the Federal
>>> Motor Vehicle Safety Standards (FMVSS). TC has no audit or verification
>>> rights for US specification vehicles. Manufacturers have no legal
>>> obligation
>>> to provide information on US specification vehicles to Canadian
>>> authorities
>>> but most do, on a voluntary basis. Nevertheless, TC contacted General
>>> Motors
>>> of Canada Ltd with respect to 2008 Corvettes. TC was advised by GM that:
>>> * the bumpers are different between the 2 countries
>>> * because collision protection performance is based on the vehicle
>>> systems
>>> taken collectively (as opposed to components individually), they cannot
>>> certify that by switching the US bumper with a Canadian bumper, the
>>> modified
>>> vehicle will then meet all CMVSS
>>>
>>> Since GM is unable to attest that the vehicle can be modified to meet all
>>> CMVSS, TC is unable to assist you in certifying your vehicle to Canadian
>>> requirements. If you have any concerns in this regard, we advise you to
>>> contact GM directly.
>>>
>>> Nevertheless, TC is in the process of consulting with Canadian
>>> stakeholders
>>> on the desirability of harmonizing Canadian bumper standards (CMVSS 215)
>>> with
>>> the the US standard (FMVSS 215). The consultation document can be viewed

>>> at:
>>> www.canadagazette.gc.ca
>>>
>>> These consultations revealed that most stakeholders are in favour of
>>> harmonization whereas insurance companies favour no change to the more
>>> stringent Canadian requirements. However, TC will continue to interface
>>> on a
>>> priority basis with stakeholders to determine whether harmonization would
>>>
>>> be
>>> in the interest of Canadians overall. If CMVSS 215 is harmonized to the
>>> FMVSS 215 requirement over the coming months, Canadians would be able to
>>> certify vehicles that meet the new standard rather than the old standard.
>>> This is permitted under the MVSA.
>>>
>>> I should note that the bumper requirement and the immobilizer requirement
>>> (the latter was addressed via a regulatory amendment in December 2007)
>>> are
>>> among the few areas of substantive regulatory difference between Canada
>>> and
>>> the US. As such, over 160,000 vehicles were imported by Canadians from
>>> the
>>> US in 2007 under the RIV program and were licensed for use by
>>> provincial/territorial authorities.
>>>
>>> Sincerely,
>>>
>>>
>>> Pierre Tremblay | Chief Importation and Audit Inspection / Chef,
>>> Importation
>>> et vÃ©rification de conformitÃ©
>>> (613)998-2225 | facsimile / tÃ©lÃ©copieur (613) 998-8541 | TTY / ATS
>>> (613)
>>> 990-4500
>>> trembpo@tc.gc.ca <<mailto:trembpo@tc.gc.ca>>
>>> Transport Canada Place de Ville (ASFABA) Ottawa (Ontario) K1A 0N5
>>> Transports Canada Place de Ville (ASFABA) Ottawa (Ontario) K1A 0N5
>>> Government of Canada Gouvernement du Canada
>>>
>>> -----Original Message-----
>>> From: Mario G. Turanovic [<mailto:mgtdpm@telusplanet.net>]
>>> Sent: Saturday, January 19, 2008 10:43 PM
>>> To: Tremblay, Pierre; Bain, Jim; Cannon.L@parl.gc.ca; Davis, Dan;
>>> Pelletier, Jean-Carol; Ram, Kash; Ranger, Louis; Walasek, Andrew;
>>> pm@pm.gc.ca; jaffer.r@parl.gc.ca; ambrose.r@parl.gc.ca
>>> Subject: 5+ MONTHS and STILL UNRESOLVED!! My RIV Case #JXXXXXXX
>>>
>>>
>>> Dear Honourable Members and all others,
>>>
>>> It has now been over a week and, except for an acknowledgement from my
>>> MP, -
>>> I
>>> have not yet received any form of replies from any of you regarding the
>>> colossal screwup of a predicament that my vehicle has been placed into.
>>> But

>>> rest assured, I have been doing my due diligence in trying to shed some
>>> more
>>>
>>> light on the negligent acts committed by certain individuals that
>>> resulted in
>>>
>>> this current state of affairs.
>>>
>>> To bring you all up to speed, let me refresh your memories with the
>>> following
>>>
>>> facts:
>>>
>>> 1. The bumpers and their components are UNCHANGED on the 2006-2008
>>> Corvettes
>>>
>>> (both in U.S. and Canadian spec models).
>>>
>>> 2. Therefore when the RIV states that the 2008 U.S. Corvette bumpers are
>>> unable
>>> to be modified to the Canadian standard, while the 2007 models are
>>> modifiable,
>>> they are - to put it bluntly - LYING!!
>>>
>>> 3. The RIV blindly, accepts and publishes statements from automotive
>>> manufacturers about vehicle admissibility without even checking or
>>> testing
>>> the
>>> validity of the data. This "carte blanche" policy certainly seems to look
>>> like
>>> deliberate acts of collusion of both parties involved. So I ask you, just
>>>
>>> who
>>>
>>> is the RIV protecting here? The Canadian public? Or the vehicle
>>> manufacturers
>>>
>>> interests? It would be interesting to see how much in political
>>> "contributions"
>>> was doled out to election campaigns by these very manufacturers in order
>>> to
>>> ensure that their status quo position with the RIV is safeguarded.
>>>
>>> 4. General Motors of Canada has a BIG financial vested interest in
>>> keeping
>>> the
>>> 2008 U.S. spec Corvettes out of Canada, currently the price (MSRP)
>>> differential
>>> between my 2008 U.S. spec model and the identical 2008 Canadian spec
>>> model is
>>>
>>> \$24,103.00. Now multiply that by all of the 2008 Corvette and Cadillac
>>> XLR
>>> models sold in Canada in a year and we are talking about MILLIONS of
>>> Canadian
>>>

>>> Dollars that are being picked out of the pockets of unsuspecting hard
>>> working
>>>
>>> Canadians, who probably voted to put many of you into political office.
>>>
>>> 5. How could it be possible that nearly all other 2008 U.S. spec General
>>> Motors
>>> vehicles have Canadian spec bumpers already installed on them? And yet
>>> the
>>> premium price Corvettes and Cadillac XLR did not get them. Did the RIV
>>> ever
>>> test these other vehicles to see if indeed this is true? My immediate
>>> guess
>>> would be NO!
>>>
>>> I could keep on going on but "why beat a dead horse into the ground".
>>>
>>> The main point that I am trying to make here is that when this whole
>>> charade
>>>
>>> explodes in front of your faces in the arena of public opinion there is a
>>>
>>> lot
>>>
>>> of explaining that will have to be done, the spin doctors will be working
>>> overtime. Not only will there be accusations of corporate fraud on the
>>> part
>>> of
>>> the automobile manufacturers, but more importantly collusion on the part
>>> of
>>> the
>>> RIV and its governing body. As well let's not forget about the blatant
>>> violations of NAFTA.
>>>
>>> I again urge you all to quickly solve this dilemma or you will be seeing
>>> me at
>>>
>>> the press conference where these accusations will be broadcast for all to
>>> hear.
>>>
>>> Please do the right thing.
>>>
>>> Dr. Mario Turanovic
>>> mgtddpm@telusplanet.net
>>> Edmonton-Spruce Grove Constituency
>>> (780)707-7858
>>>
>>>
>>> ----- Forwarded message from mgtddpm@telusplanet.net -----
>>> Date: Sat, 12 Jan 2008 13:44:41 -0700
>>> From: mgtddpm@telusplanet.net
>>> Reply-To: mgtddpm@telusplanet.net
>>> Subject: My RIV Case #JXXXXXXX - 5 MONTHS and STILL UNRESOLVED
>>> To: trembpo@tc.gc.ca, BAINJ@tc.gc.ca, Cannon.L@parl.gc.ca,
>>> DAVISDA@tc.gc.ca, pelletj@tc.gc.ca, ramK@tc.gc.ca, RANGERL@tc.gc.ca,
>>> Regulations Clerk - ASFB - Commis aux reglements <RegulationsClerk-ASFB-

>>> Commisauereglements@tc.gc.ca, ROYC@tc.gc.ca, "Skripsky, Patricia"
>>> <SKRIPSP@tc.gc.ca>
>>>
>>> Dear Honourable Members and all others,
>>>
>>> I am AGAIN writing to all of you since it has now been FIVE MONTHS since
>>> I
>>> was
>>> allowed LEGALLY (all applicable fees and GST prepaid) to import my 2008
>>> Corvette (birthday gift) into Canada from the United States. Since the
>>> 2008
>>> model body was not changed from the 2007 model year it was understood by
>>> all
>>> of
>>> those concerned that the only modification necessary to be performed,
>>> before
>>>
>>> the vehicle was deemed to be licenseable, was the upgrading of the front
>>> and
>>>
>>> rear bumpers from the U.S. 3 mph standard to the Canadian 5 mph standard.
>>>
>>> When "Transport Canada's List of Vehicles Admissible from the United
>>> States"
>>>
>>> finally listed the 2008 Corvettes (mid October 2007 - yet my vehicle
>>> legally
>>>
>>> crossed the border on August 13, 2007), all 2008 Corvettes were deemed
>>> inadmissible without any explanation.
>>>
>>> On the December 24, 2007 version of the above list an explanation of the
>>> inadmissibility was finally revealed as all 2008 Corvette models (coupe,
>>> convertible and Z06) as well as the 2008 Cadillac XLR "cannot be modified
>>>
>>> to
>>>
>>> meet CMVSS 215 (bumpers)". Well, this is certainly very strange since
>>> they
>>> have
>>> the exact same bumper components as the 2007 models - which are,
>>> apparently,
>>>
>>> modifiable. In fact, I did some investigating and discovered that all the
>>> bumper part numbers on the "Canadian spec" vehicles are the same from
>>> 2006-
>>> 2008. As well all of the "U.S. spec" vehicles have the same bumper part
>>> numbers
>>> from 2006-2008.
>>>
>>> Even more disturbing is the fact that no other (except for one Solstice
>>> model)
>>> 2008 GM "U.S. spec" models are listed in the inadmissible column. So,
>>> therefore
>>> one must assume that all of these other GM vehicles produced for the U.S.
>>> market have Canadian CMVSS 215 compliant bumpers. Strange that GM would

>>> put
>>> on
>>> 5 mph bumpers on all of their U.S. models when the U.S. law only requires
>
>>> 3
>>> mph
>>> bumpers and yet for whatever reason they chose NOT to do this on the
>>> Corvette
>>>
>>> and the Cadillac XLR - their premium price models.
>>>
>>> By continuing to do this, GM of Canada is ensuring that the \$30,000 -
>>> 35,000
>>>
>>> price differential between these U.S. and Canadian models still remains
>>> intact.
>>> Furthermore GM in the U.S. is expressively prohibiting any of its dealers
>>> from
>>> selling new cars to Canadians thus making sure that GM Canada's
>>> overinflated
>>>
>>> pricing remains protected. Such sickening business practises - just to
>>> legally
>>> steal hard earned dollars from the pockets of Canadian consumers.
>>>
>>> As I have mentioned above, it has now been FIVE MONTHS since the Canadian
>>> government allowed me to import my car and sofar I have only been given
>>> the
>>> run-
>>> around from all those involved when the subject of registration is
>>> mentioned.
>>>
>>> We all reach a "fork in the road" at some point and must change direction
>>> when
>>> our current path is not providing the results that we expect. So I am now
>>> forced to seek legal counsel and will have to continue this fight in full
>>> view
>>> of the media and to the embarrassment of GM Canada, the Federal
>>> Government,
>>> the
>>> RIV and the Minister of Transport.
>>>
>>> Believe me, I am not happy to be having to do this - but you all
>>> collectively
>>>
>>> have let me down and I am left with no other option.
>>>
>>> Dr. Mario Turanovic
>>> mgtdpm@telusplanet.net
>>> Edmonton-Spruce Grove Constituency
>>> (780)707-7858