HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA

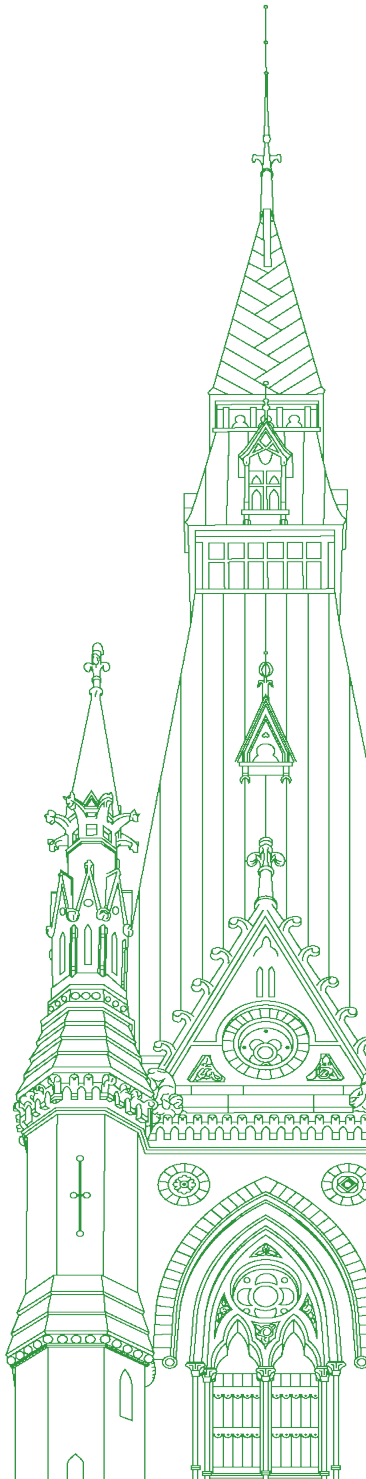
45th PARLIAMENT, 1st SESSION

Standing Committee on Industry and Technology

EVIDENCE

NUMBER 053

Tuesday, October 27, 2026



Chair: Ben Carr

Standing Committee on Industry and Technology

Tuesday, October 27, 2026

● (1100)

[*Translation*]

The Chair (Ben Carr (Winnipeg South Centre, Lib.)): I call the meeting to order.

Good morning, everyone. I hope you had a good weekend. Unfortunately, the match between the Jets and the Habs didn't go as I expected. They missed by a goal, but we'll not say more about that, Mr. Groleau.

[*English*]

It was a very cool cultural event, I will say, and a nice opportunity in Winnipeg. I'm referring to the Heritage Classic. I suggested that the tone of this committee would be dictated by the result of that game. Unfortunately, the Habs won 2-1. Nonetheless, it was something for the country to celebrate, which is great.

Colleagues, we are continuing our conversation on Bill C-267. I have a couple of things just right off the top.

I am going to ask for consent from the committee to extend the amendment deadline, which had been set for today at four o'clock, and move it to Thursday at four o'clock. We are going to hold a subcommittee meeting in lieu of a full committee meeting on Thursday. If you are not Monsieur Barsalou-Duval, Monsieur Bardeesy, me or Mr. Chambers, there will be no meeting on Thursday.

Gentlemen, I will find some time for us to get together and have a discussion about some subcommittee business.

Effectively, where we're going with all of this, colleagues, is that we will not have a meeting next Thursday either as a result of the budget. That's standard. This Thursday, because there's some more time necessary for amendments to be considered before they make their way here, with no other business on our agenda, we're simply going to use that for the subcommittee meeting.

The first thing I need is consent from the committee to alter the deadline for amendments from today at 4 p.m. to Thursday at 4 p.m.

Seeing no opposition to that, we'll consider that to be the direction from the committee.

Colleagues, you can plan your travel schedules for this Thursday as though there will be no meeting.

With that, we are here today to continue the conversation with witness testimony.

[*Translation*]

I can confirm that all audiovisual tests have been completed and that everything is in order. We have two witnesses joining us online.

I would like to welcome Mr. Weiler to the Standing Committee on Industry and Technology, who is replacing Mr. Bains today.

[*English*]

Colleagues, joining us from Équiterre is Julie-Christine Denoncourt, analyst in source reduction, who is joining us by video conference. We have here with us, from Automotive Industries Association of Canada, Emily Chung, the president and chief executive officer, and Emily Holtby, who is the vice-president of government relations. Also joining us online, from Electronic Products Association Canada, is Meagan Hatch, who is the chief executive officer.

Witnesses, you will have up to five minutes each. I understand, Ms. Chung, that you'll be speaking on behalf of your organization.

Following that, there will be a line of questioning from members represented by the parties here at the table today.

With that, Ms. Chung, I'm going to turn the floor to you for up to five minutes.

Emily Chung (President and Chief Executive Officer, Automotive Industries Association of Canada): Thank you, Mr. Chair.

My name is Emily Chung, and I am the president and CEO of the Automotive Industries Association of Canada. Prior to joining the association, I owned an independent automotive repair shop in Markham for over 16 years, and I am a Red Seal automotive service technician as well.

I am joined today by Emily Holtby, our VP of government relations.

MPs have an opportunity today to amend Bill C-267 to support the automotive repair industry and the millions of Canadians looking for affordable choices and repair options for their vehicles. Amending this bill to add vehicles to its scope is an important step towards more consumer choice and competition in the automotive repair sector.

The spirit of the bill's application, as outlined last week by MP Sari, is to avoid planned obsolescence and make it easier to repair expensive consumer goods. This is no different for a vehicle than it is for your refrigerator, dryer or cellphone. Vehicles are essentially computers on wheels. Modern vehicles use the same chips, touch screens, Bluetooth, Wi-Fi and cellular modems as consumer devices.

[*Translation*]

If members feel we should have a national framework to promote the durability of electronics and home appliances, why exclude one of the most important and the most expensive consumer products from the bill?

● (1105)

[*English*]

Including vehicles in this bill is a win for affordability and consumer choice. A study by MNP found that drivers save up to 30%, or about $500, on common repairs at independent repair shops. That's money that can be put toward groceries and other household essentials during a cost of living crisis.

Keeping car repair costs low is arguably more important than ever in the face of auto tariffs. Tariffs have added $1,000 to $8,000 to the price of a new vehicle, making it more important to extend the life of vehicles currently on the road. Voluntary frameworks, such as the Canadian Automotive Service Information Standard or CASIS, do not help Canadians with improved durability and repairability and fall short of creating more competition in our economy. I have lived experience as an automotive service technician and shop owner amongst many of my peers in the industry. CASIS has proven over 16 years that a voluntary agreement is essentially an MOU, which is an IOU to the technician and shop owner.

Fixing electronic obsolescence also keeps cars out of scrapyards and landfills, as Bill C-267 aims to do for the consumer goods it applies to. Just as MP Sari described the lack of access to information that appliance repairers face, the same is true for vehicle technicians. These repairs don't require access to secure or sensitive data. They require diagnostic and servicing information, so that we can do our jobs for our customers.

Unfortunately, we have numerous examples of a shop's inability to finish a repair because the information required from manufacturers wasn't provided to them. While Bill C-267 establishes a framework for obtaining this information, it is not sufficient in levelling enforcement or consequences for OEMs that refuse to provide access to repair and servicing data.

[*Translation*]

As stated in previous testimonies, other provinces and countries have already taken action. If you want to improve Canadians' right to repair electronics and home appliances, then we have to follow the example of other provinces and countries. We must include vehicles in the national legislation.

During the question period, we can explain how other provinces and countries are moving forward while Canada continues to lag behind.

[*English*]

As you have heard from other like-minded groups committed to improving competition, affordability and jobs for Canadians, strong and comprehensive national right to repair legislation must be implemented now. It's time for Canada to join the rest of the world in establishing the right to repair for consumers, businesses and drivers.

Bill C-267 is a step forward and vehicles must be included with enforcement measures implemented to be truly effective. Please amend this bill for more consumer choice, competition and affordability for Canadians.

Thank you. I'm happy to take your questions.

The Chair: Thank you very much, Ms. Chung.

[*Translation*]

Ms. Denoncourt, you have the floor for five minutes.

Julie-Christine Denoncourt (Analyst in source reduction, Équiterre): Good morning, Mr. Chair and members of the committee. Thank you for giving me this opportunity to appear today.

My name is Julie-Christine Denoncourt and I'm an analyst in source reduction at Équiterre.

Équiterre is a Quebec-based environmental organization that has been active for over 30 years and has just over 22,000 members. One of our priorities is to accelerate the transition toward a sustainable, circular economy. That's why we have been working on access to product repair and durability for several years.

For example, in 2022, our organization published the first Canada-wide study on access to repairs for home appliances and electronics. The study revealed that appliance breakdowns are common for Canadians, and that 63% had experienced at least one appliance failure in the previous two years, and only 19% of them had their appliances and electronics repaired. The main barriers to repair cited were product design, repair costs and access to replacement parts, tools and repair information. We are therefore pleased to see that a federal bill is attempting to tackle these various barriers.

A second report published by Équiterre in 2024 shows that a durability index could be developed and rolled out in Canada, modelled on and drawing from the model adopted in France. This report included our recommendations for this index's adoption in Canada.

Finally, our latest report on this topic was published in May this year. The report revealed that the durability and repairability of electronic products and home appliances have a significant influence on Canadians' purchasing decisions. It also revealed that Canadians are interested in seeing these characteristics labelled.

Were therefore believe that it is appropriate for the government to address these issues. That is why Équiterre welcomes the overall objective of Bill C-267 to promote the repairability and durability of electronics and home appliances. However, we would like to point out that we believe the government could, and should, go further, because the bill under consideration has not introduced any concrete measures or requirements, or a timeline for implementing such measures and requirements. In short, we fear that in its current form, Bill C-267 does not provide a meaningful right to repair or meaningful access to durable products. That is why we recommend adding requirements regarding some of the elements set out in the bill.

First, we recommend including a requirement to make parts, tools, information and software updates available for a reasonable period of time and at a reasonable price. This reasonable period and price could be determined by looking at the practice in other parts of the world or according to the literature. A number of countries have already done so, and so have some U.S. states for certain products. Quebec has also introduced such a requirement, although it is not perfect.

We also recommend prohibiting certain design practices, as Europe has recently done. Examples including bundling parts, matching components and the common practice of welding or gluing together critical components, such as a device's battery. These practices make repairs more expensive and more difficult and, in some cases, impossible.

Finally, based on our recent work on this issue, we recommend that the bill include the mandatory display of a durability index for electronic products and home appliances. The format and criteria could be modelled on what has been developed in France, while including certain improvements. Équiterre strongly recommends an index displaying a rating or score rather than useful life, as mentioned in the bill, because displaying useful life could create more confusion with existing provincial legal warranties, or even worse, could be misunderstood as the minimum lifespan of a product.

In closing, I would note that many of the manufacturers operating in Europe, who are subject to multiple European requirements also operate here, and they are therefore accustomed to these kinds of regulations.

I would be happy to answer your questions. Thank you

● (1110)

The Chair: Thank you very much, Ms. Denoncourt.

[*English*]

Our final witness joining us online is Ms. Hatch.

I'll turn the floor to you for up to five minutes.

Meagan Hatch (Chief Executive Officer, Electronic Products Association Canada): Thank you.

I am Meagan Hatch, chief executive officer of the Electronic Products Association of Canada. We are an industry-led association representing Canada's electronic products sector. Our members produce cellphones, televisions, computers and office equipment. Our purpose is to advocate for a full life-cycle approach to electronic products, promoting policies and regulations that balance environmental sustainability, innovation, consumer protection and manufacturing realities. Our members routinely repair, refurbish and remanufacture products.

Unlike major appliances, farm equipment or autos, smaller electronics can be brought to authorized repair shops or shipped to specialized centres. Canadians have access to independent shops, manufacturer-authorized centres, retail chains and mail-in services. Parts, tools and online guides also support many repairs.

Electronics have an extensive secondary market through hand-me-downs, resale, refurbished products and trade-in programs. Canada also has a robust IT asset disposition—or ITAD—system.

Statistics Canada's consumer price data shows a long-term decline in prices for computing and home entertainment equipment, showing that Canadians have benefited from better technology and greater capacity for their money. Manufacturers offer products at different price points to meet Canadians' needs and budgets.

I would like to highlight four priorities.

First, meaningful industry consultation must be required.

Alongside provincial governments, the bill should require consultation with manufacturers and technical experts. Engineering, safety and cybersecurity expertise is necessary to inform any framework.

Second, the framework must be supported by a cost-benefit analysis.

Canada relies mostly on imported electronics, and any unique Canadian testing, labelling, packaging or design requirements can increase costs and reduce product availability. Replacement parts obligations also carry storage and transportation costs with unused or obsolete inventories creating waste.

As you know, Quebec and Manitoba have already passed laws. These laws are very different. Quebec's new warranty law requires long warranties of up to six years. The actual impact on prices, product availability and repair outcomes in Quebec should be fully assessed and understood before recommending this model to other provinces.

Third, the framework needs a focused scope and clear definitions.

Electronics and major appliances differ in design, useful life and repair networks. Requirements suitable for one category may be impractical for another. Minimum useful life is difficult to predict, because lifespan depends on use, maintenance, misuse or abuse. Making a product easier to repair can sometimes affect its durability. For example, protecting a device from water and damage when dropped can make it harder to take apart. The framework must recognize these engineering trade-offs.

Finally, consumer safety and privacy must be protected.

Health Canada and relevant electrical safety authorities should help develop the framework. Incorrect repairs involving lithium-ion batteries can pose serious risks. Health Canada advises consumers against modifying or repairing devices with batteries unless recommended by the manufacturer. Repair requirements must account for certification, liability and incident reporting obligations. Finally, repairs must also protect a consumer's personal information and keep their devices and connected services secure from cyber-attacks.

Before closing, I want to highlight something important about electronic recycling in Canada. Since 2003, our association has worked with provincial governments to help establish electronic recycling programs across Canada. Today, programs operate in every single province and two territories, providing Canadians with responsible options for managing electronics at end of life.

In 2004, the Alberta Recycling Management Authority launched Canada's first electronics recycling program. Since then, the program has expanded to include more than 500 types of products. Similarly, the recycle my electronics program has diverted more than 1.4 million tonnes of end-of-life electronics from landfill and illegal exports. This work started in 2007 and was the first industry-led program for electronics. It now operates in nine out of 10 provinces.

These provincially regulated programs demonstrate Canada's success in responsibly managing electronics at the end of their useful lives.

Thank you.

● (1115)

The Chair: Thank you very much, witnesses, for your introductory remarks.

We'll now go to questions.

Mr. Gill, we'll begin with you. You have six minutes, sir.

Harb Gill (Windsor West, CPC): Thank you, Chair.

Ms. Chung, let me start with a real-world example. You mentioned that independent shops sometimes can't finish the repair because they can't get the information they need from a manufacturer. Can you walk us through that process?

A customer brings their car into the shop. When the repair is finally completed, who ends up paying the price in time and money?

Emily Chung: We have many examples. A concrete one would be that a couple of manufacturers a few years ago separated their U.S. and Canadian operations. When that happened, we were all of a sudden unable to access the information. It was not provided to us. One of the manufacturers recently opened that up—two years later—but in terms of the other manufacturer, still to this day you cannot get the information.

What option do I have but to tell the customer, when their car is in my bay and I no longer have access to information, that I'm sorry, but I can't do the work and they need to go to the dealership? If they're in a city like Toronto, where I'm from, a dealership is relatively close by, but I think about the people who live further out. Is it reasonable and fair that now they need to spend the time and money to go to a dealership that's located further away from them?

Harb Gill: Let's say a farmer's tractor is stuck in a field. It's a John Deere tractor. If he's 300 miles from a dealership, how is he supposed to repair that tractor stuck in the middle of a field?

Emily Chung: It's a good question. In that case, for us, we represent the automotive sector, but we have a very similar case study with somebody in Turtleford, Saskatchewan. The nearest dealership is 75 kilometres away. That's an hour's drive, one way. Is it reasonable to get them to go there for service? That would be the only option, at that point, if the independent repair shop didn't have the information.

Harb Gill: It would be very expensive, obviously.

Emily Chung: Yes. It's one hour's time.

Harb Gill: As well, is the technician even available that day? He might not be available for a week or so.

Emily Chung: Exactly.

Harb Gill: Can you speak about CASIS, from your experience or from your members' experience, in terms of where it's falling short? When a manufacturer doesn't provide the information a shop needs, what practical remedies do you have? Are there any legally enforceable issues surrounding that in terms of the right to repair?

● (1120)

Emily Chung: Currently, the only thing we can do if we have an issue that comes up is to send it through a service information request. Where that goes, we don't know. The website currently says that it commits to a 48-hour turnaround time. As you just heard me say, that was two years in the making.

The issue with CASIS is that it was drafted back in 2009. It doesn't include a lot of the new and modern technologies we have today, such as telematics. Also, because it is voluntary, not all manufacturers are signed on. Even the ones who volunteer to be on it don't have any requirements to provide information. It is challenging because it's non-enforceable. I think the blessing has been that it's been around for 16 years. We've tried it. We know it doesn't work. Now it's time for something else.

Harb Gill: Have you or your organization drafted any amendments to seek the enforcement we're talking about?

Emily Holtby (Vice-President, Government Relations, Automotive Industries Association of Canada): Yes. Among the amendments we are proposing today, the first one is to ensure that motor vehicles are included under the definition of "electronic products". In the same way that Emily has said our vehicles are computers on wheels, they're absolutely electronic products now with the software and data that are necessary to repair them. It's ensuring that this is expanded. As well, it's all around guaranteeing access to information and parts and tools, and using the right language for the appropriate time we find ourselves in now with technological access.

Where the bill doesn't go far enough and what we are hoping to propose—again, because of the vague timelines that are set—is the enforcement element. For us, it's so crucial that we have some sort of independent enforcement: that a business can file a complaint directly, and that can then be mediated directly with the manufacturer. That's where the federal government absolutely has a great role to play in enforcing that.

Harb Gill: Could you submit to the committee those amendments and any other data or studies that you have, so we could review them before the final decision is made?

Can you speak also about the time it requires to litigate these issues from, say, a small shop owner's perspective? How long does that take? The vehicle's up on the lift. How is he supposed to fix that if he doesn't have the information?

Emily Holtby: That's exactly the current problem. There is no way to manage that appropriately. On average, if a shop has to continue to turn away even just one customer a week because they can't service the vehicle, that amounts to $340 million in lost profit nationally when you look at the shops across the country. It's a massive business loss, going back to the affordability angle.

Again, on the enforcement we are proposing, Australia has a very successful law in place. It's been in place for four years. It is a motor vehicle right to repair law. They have an independent enforcement body that manages a complaint directly from the business. Their goal is to always find resolution with the manufacturer within a short time frame so that the individual who wins in the end is the consumer. They don't have to escalate any cases to their version of the Competition Bureau. It's working very well.

Harb Gill: Lastly, could you speak to your issues in finding technicians to come into the field, the opportunities therein and how it's impacting the overall economic picture of the country?

Emily Chung: One thing I wanted to highlight is that the right to repair is also compounding the issue of the skilled labour shortage. As you can imagine, if I have technicians on staff and I don't have access to information, how do I train them and build the next generation?

The other thing is that even our colleges don't have access to information. The very institutions that are responsible for putting out the apprentices for us are limited as well. The right to repair issue really does tie into the skilled labour shortage issue.

Harb Gill: What's the total—

The Chair: Mr. Gill, unfortunately, that's all the time we have.

Thank you, sir.

[*Translation*]

Mr. Ntumba, you have the floor for six minutes.

Bienvenu-Olivier Ntumba (Mont-Saint-Bruno—L'Acadie, Lib.): Thank you, Mr. Chair.

Good morning, Ms. Chung. In your opening remarks, you explained how other countries are moving forward on this issue.

However, I'm looking at the auto industry and households. These are two different groups. The auto sector is subject to highly specific standards. By contrast, household consumers purchase irons, kettles and phones. The conditions governing the repair of these items are entirely different.

How can we include this industry in the standards on home repairs, which this bill is seeking to establish? The member who introduced the bill said that the measures would be a baseline to enable the provinces move forward in their area of jurisdiction.

● (1125)

[*English*]

Emily Holtby: I think that the perfect place to point to for success in ensuring that all industries are included is the Province of Quebec.

At first, when they introduced their amendments to the Consumer Protection Act, they didn't include motor vehicles. Then when the government and opposition really listened to the industry, they understood that if the heart of a bill centred around consumer affordability and consumer accessibility didn't include the second most expensive item, next to a home, for an individual consumer, it would absolutely be a misstep. That's why Quebec did include motor vehicles in the legislation.

That's another issue if we're looking at a federal framework that is going to work with the provinces. It's actually a direct conflict with what we have in Quebec, which is inclusive of motor vehicles.

[*Translation*]

Bienvenu-Olivier Ntumba: I understand your answer.

You mentioned Quebec, which is where I live. Quebec is usually a frontrunner in some areas or bills within its jurisdiction.

However, there is one issue related to the skilled workforce in the auto industry that is still unclear to me. That's why I still believe that the baseline model of standards proposed by the bill would enable the provinces to exceed these requirements within their own jurisdictions.

To ensure the applicability of this bill, don't you think we should start with that before adding provisions that touch on provincial jurisdiction into the bill?

[*English*]

Emily Holtby: I think it's important that the federal government absolutely be aligned with the implementation at the provincial level. Where the federal government has such a crucial role to play when it comes to motor vehicles is in that essential enforcement side. We have been watching the implementation of it in Quebec very closely over the last year.

The challenge for us is that these consumer protection laws within the provinces rely on the consumer having to file the complaint directly. When the consumer has already had their vehicle turned away and their services denied and is then told, "Could you also please file this complaint to help the industry?", that's a barrier, whereas the federal government, because this also extends to competition, has a role to play from an enforcement perspective and from a business perspective, to protect those small to medium-sized businesses within the country.

That's what I would say when it comes to the alignment.

[*Translation*]

Bienvenu-Olivier Ntumba: Thank you very much.

Ms. Denoncourt, in your opening remarks, you spoke about a durability index and posting product characteristics. Could you please expand on that?

Julie-Christine Denoncourt: Yes, I'd be happy to do that.

In 2021, France expanded its repairability index to nine new product categories, mainly home appliances and electronics. The index was expanded to washing machines and televisions in 2025, if I'm not mistaken. It was converted into a durability index and after some time, it will be converted into a durability index for all the other products.

The index is based on several criteria to assess repairability, including access to documentation, "disassembly", access to tools, and availability of spare parts. The price of spare parts is also one of the criteria in the repairability index.

The durability index is based on three criteria, namely, repairability, which corresponds to the repairability index based on all the criteria I just mentioned; product reliability, which is assessed through testing; and product upgradeability, for example through software improvements or enhancements to product features.

We have said Canada can draw inspiration from the index in place in France and make certain improvements regarding the criteria that have been developed.

Bienvenu-Olivier Ntumba: Indeed, we can draw from that.

I think one can still take a vehicle to a neighbourhood repairer. However, when it comes to washers and driers, which are often thrown out because they can't be repaired, I believe the approach you have suggested can give us a starting point.

Do you have any specific recommendations?

Julie-Christine Denoncourt: Yes, to include the display of a mandatory durability index for certain categories of electronic products and home appliances, which could be determined at a later stage. We could look at which appliances break down more frequently. We had some data on that in 2022. We could obtain updated data over the coming year. Alternatively, provincial consumer protection offices no doubt have data on the complaints they receive in connection with these appliances. An index could therefore be applied to these appliances as a priority.

● (1130)

The Chair: Thank you, Mr. Ntumba.

Mr. Barsalou-Duval, you have the floor for six minutes.

Xavier Barsalou-Duval: Thank you, Mr. Chair.

First, welcome to the witnesses joining us today, online and in person.

I would like to start by saying that it's a shame Liberal members are standing up for automakers—at least for the time being, and I'm urging them to get their act together—by opposing the addition of the auto industry to the industries covered by the proposed repairability measures.

I'm not in the habit of drawing on examples from my personal life, but in this case, I think doing so would be in the public interest.

Ms. Chung, have you ever had repairs done to a grille on a Kia EV9?

[*English*]

Emily Chung: No, and I'm interested to know where this is going.

[*Translation*]

Xavier Barsalou-Duval: I have a tiny crack on my grille. It's barely one or two inches, if that. I tried to find out how much it would cost to have it repaired. It would cost $10,000. Ten thousand dollars for a grille. This is not about replacing the car or even half the car. It's the grille, a piece that goes between two headlights, which has a tiny crack.

Do you think it's normal for consumers to pay such a price?

[*English*]

Emily Chung: Go ahead.

Emily Holtby: I was just going to say that if you're looking for the affordability comparison, MNP released a report earlier this year that proves, for the first time in Canada—and we have the data to show it—that you, as an individual, will save up to 30% if you visit your independent repairer versus having to go to your local dealership. That cost will only rise, depending on how complex your labour is, and then, certainly, when you introduce aftermarket parts. That just shows you how crucial and important it is to have that healthy competition.

There are 24,000 independent shops across the country, on both the collision side and the mechanical side, and there are only 3,500 dealerships. We desperately need these independent repairers in a country like Canada, where we have people living in various ridings, rural and remote, to ensure that affordability is protected for the consumer.

[*Translation*]

Xavier Barsalou-Duval: Do you think this case is a clear illustration of the fact that when there's a monopoly and dealerships are left to control everything without government oversight to ensure independent repairers can provide service, prices for consumers skyrocket and people are outright ripped off?

I can tell you I'm not going to change my grille.

[*English*]

Emily Chung: Exactly. Again, we're not asking for keys to the kingdom. We don't want the proprietary software. We want the information to be able to diagnose and fix these vehicles.

Again, just as a reminder, I have my Red Seal. I'm 310S. I have the same credentials as those in the dealership. Truthfully, if a dealership technician left the dealer, they would not have access to that information the next day. Are they less qualified? Do they have lesser credentials? No. It's simply by choice of where they work right now. This is why it's key for us to be included in something like this.

Emily Holtby: To add to the enforcement side, this is why it's crucial to have the enforcement. We are pointing to all these jurisdictions around the world that have recognized this and have advanced, like the EU, Australia and South Africa, because of that monopoly that the repairer on the OE side is trying to control.

Going back to what Emily was saying, that independent repairer can deliver the exact same type of quality repair that the dealership does. That's why it's important that we have the enforcement in place. If the manufacturers are resistant to enforcement, we would ask why. If it is working and if it is totally transparent, it should be no problem for them to participate in some sort of strong enforcement regime.

[*Translation*]

Xavier Barsalou-Duval: Thank you.

How much time do I have left, Mr. Chair?

The Chair: You have two minutes.

Xavier Barsalou-Duval: Okay.

My next question is for Ms. Julie-Christine Denoncourt, from Équiterre.

Earlier, you said it would be important to develop a durability index. You're not the first person to say that. Other witnesses have expressed similar sentiments.

My question for you might be a trick question. Who, in government, would be responsible for establishing such an index, given that the government has decided to close the Office of Consumer Affairs? I'd like to know whether the implementation of an index should be done by this agency, and if so, shouldn't its funding be restored?

● (1135)

Julie-Christine Denoncourt: I think there are other groups that specialize in developing standards. I believe Quebec has the Bureau de normalisation du Québec, and at the federal level, there is the CSA Group, if I'm not mistaken, or the Canadian Standards Association. My apologies if I have the names wrong. In short, there are bodies that could develop these standards. As I said earlier, we could also draw on what has been done in France and use that as a starting point, and this could facilitate the work of these groups.

Xavier Barsalou-Duval: Thank you very much.

The Chair: Thank you, Mr. Barsalou-Duval.

[*English*]

Ms. Lewis, the floor is yours for five minutes.

Leslyn Lewis (Haldimand—Norfolk, CPC): Thank you.

My question is for Ms. Denoncourt of Équiterre.

You spoke of a national framework. Since Parliament isn't specifying the framework and what it would look like, could you identify the three most important binding obligations that you expect from this framework?

[*Translation*]

Julie-Christine Denoncourt: Yes. I touched on this briefly in my opening remarks, but first, it would involve making it mandatory to make certain items available for a reasonable period after a product has been placed on the market. This includes parts, tools and information, as well as software updates, which are sometimes essential for repairs or, quite simply, for a product to function properly.

I would add that these items must be made available at a reasonable price. We could define what constitutes a reasonable price, but we could also leave that for later. This is the approach many countries have taken. There is existing literature on this subject. In fact, several studies have found that the acceptable price of a repair for consumers lies between 18% and 40% of the price of a new product. Obviously, this probably depends on the product. I imagine that people are prepared to pay more for large household appliances than for a small electronic device.

In short, first, there is the requirement to make parts, tools, information and software updates available at a reasonable price.

We would also like to see a ban on certain design practices which, as I said, make repairs very difficult, or even impossible in some cases. Certain appliance parts are sometimes glued or welded. Europe has taken action in this regard by banning certain design practices.

Finally, there is the requirement to display a sustainability rating, as I mentioned.

[*English*]

Leslyn Lewis: Thank you.

I'm going to follow up on a question that Mr. Barsalou-Duval mentioned about durability standards, and you also spoke about the mandatory display of the sustainability index. How would this display be implemented? Is it on a product sticker? What is the ultimate purpose? Is the information so that penalties could be imposed on manufacturers? For example, if a manufacturer has a sustainability index indicator that is wrong, what is the outcome? Is there a penalty?

Also, how does it impact consumers? Will consumers be prevented from repurchasing an item if the durability, for example, is a date in the future? Will they be prevented from purchasing that item before the expiration? Can you explain that and the intention behind that?

[*Translation*]

Julie-Christine Denoncourt: The intention behind this rating is really to provide consumers with more information when purchasing an appliance.

As for the first part of your question on how to implement it, in France it is displayed at the point of purchase online and in-store. Next to the price, there is a fairly prominent and large rating, or a score from 1 to 10 with a colour-coded scale from red to green. It's quite easy to understand at a glance. If you see a three in red, you know the product may not be of the highest quality. The score is also quite visible online and is displayed next to the price and the product specifications. So we could easily do the same thing here and display it online or on a label in-store.

Would it be a score from 1 to 10 or from A to E? It doesn't matter. We could see what resonates most with consumers here, but the literature shows that a colour-coded system and a score of this kind is easy to understand.

As for penalties, I would say that it is more a case of penalties being imposed if a retailer or manufacturer fails to display the rating, because this display is mandatory. There are penalties for failure to meet this requirement.

Furthermore, what we have seen in France is that this has had very tangible results in terms of product repairability and the availability of more repairable products. It has also created competition among manufacturers. Indeed, some have even changed their practices to achieve a better rating and to achieve a change in colour—for example, moving from yellow to green to make their products more appealing to consumers.

I don't want to spend too much time on this, but some great reports on this subject are available and demonstrate the tangible effects of the index for manufacturers and product design and for consumers.

● (1140)

[*English*]

The Chair: Unfortunately, Ms. Lewis, that's all the time we have. Thanks very much.

Ms. O'Rourke, floor is yours for five minutes.

Dominique O'Rourke (Guelph, Lib.): Thank you, Chair.

I'd like to start by drawing a distinction between the legislation in Quebec, which was a government bill presented, I'm assuming, after robust consultation with manufacturers and *les parties prenantes*, as it were, whereas this is a private member's bill, where the proponent of the bill, the mover of the bill, specified both in the bill itself and here at committee that this really is for electronic products and essential home and office appliances. I think there's value in respecting the scope of that and also in being aware that a lot of the consultation that would otherwise take place on a government bill has not taken place for this PMB.

I'd like to ask Ms. Hatch this. You're the second witness who talked about consulting the manufacturing sector in the development of the framework. No one is opposing the development of a framework.

Ms. Hatch, I'm just wondering, I'm very willing to include a broader consultation to include manufacturers and repair shops. Who else do you think needs to be consulted?

Meagan Hatch: It's the technical experts—the engineers who are the experts and know the international standards on these issues.

Dominique O'Rourke: Okay.

We also had a representative who was telling us about some of the safety challenges. Is that why it would be important to include those technical experts?

Meagan Hatch: It's for safety, cybersecurity and privacy. If you're dealing with a cellphone or a computer, there's a lot of personal information on there, and we need to make sure that we're talking to the right experts.

I also think that we need to have some look at the actual economic impacts of some of these decisions. Quebec's prescribed warranty periods ranged from three to six years, depending on the product. For our sector, this included cellphones, computers and televisions. We recommend assessing the actual effects of the prices, the product availability and the repair outcomes that come from these measures that were just implemented earlier this month.

The EU established a minimum only two-year legal guarantee, and coverage differs in terms of remedies. You can't just compare one jurisdiction to the other, so I think a little bit more research here is necessary.

Dominique O'Rourke: Switching gears, I do think we're in a “both and” situation. I think we can move forward on a framework for home and office appliances and electronics, and also look separately at addressing some of the very valid concerns that have been raised by the independent repair shops.

I chair the auto caucus, care a lot about auto parts and know a lot about the sector. I would like to see strong independent repair shops, access to information, the tools and all of that, both for the viability of the ecosystem and also for affordability for our consumers. The Canadian Automobile Dealers Association has pegged that shortage of technicians at 3,000 available jobs in Ontario alone. This is a really critical issue. The Canadian Automobile Dealers Association is actually asking the government to allow temporary foreign workers to fill those positions, at least while they train up domestically. It would be helpful to have some support across the aisle on that as well, which has not been given to date.

I'm curious. You've mentioned that CASIS is not working. What would a better framework look like?

● (1145)

Emily Chung: A voluntary framework, in essence, does not work. As I mentioned, it is an MOU at best. If you want to have a voluntary framework working better, to me that means more accountability and very real consequences for those who choose to continue not to comply. There are many who do comply and it's voluntary. To have some accountability in a voluntary framework, to me, would be legislation, at the end of the day.

It is really about setting the standard across the board as to what the expectation is for the information that we are given, and then also to have some serious consequences for those who continue to ignore it or don't participate. We have new entrants coming into the market, potentially. They are not covered by the voluntary framework either. That's what we are looking for in terms of bolstering.... When we talk about strengthening CASIS, it is really legislation we're talking about.

Dominique O'Rourke: I appreciate that.

I would just close out with a quick comment around the reference to a John Deere tractor. That would require consultation with the equipment manufacturers. There's a lot of intellectual property there. There's a lot of data there. I think we're asking this private member's bill to do a lot of heavy lifting without the appropriate broader consultation with the manufacturers.

It's a great initiative. I think definitely we want affordability, repairability and durability for consumers in their homes and offices. The broader stuff was absolutely worth taking a look at and strengthening for consumers, but I think we need to do it properly.

The Chair: Thank you very much, Ms. O'Rourke.

[*Translation*]

Mr. Barsalou-Duval, you have the floor for two and a half minutes.

Xavier Barsalou-Duval: Thank you, Mr. Chair.

Once again, I have to disagree with my colleague's remarks. She said that further consultations would be needed, but, to my knowledge, the very purpose of this bill is to consult with industry to establish a framework.

Perhaps you could explain something to me, Ms. Chung. As it stands, the bill lacks teeth. If it were passed tomorrow morning, it would make no difference to the lives of just about anyone. It would simply mean that the government would consult with industry to arrive at a regulatory—and potentially legislative—framework that would enforce better repairability. However, it doesn't impose any standard or decisions.

So why shouldn't the auto industry be included in consultations to develop this framework?

[*English*]

Emily Holtby: That is the challenge with the bill. Going back to our primary amendment, if you really want to look at the content of this bill and the heart of it, which is around consumer affordability, it has to be more inclusive of other industries. It can't just be narrow toward consumer electronics and home appliances, especially when something like a vehicle is the most expensive thing next to your house, like I've said on record. That's why we see this opportunity as the pathway and another building block connecting to eventual right to repair principles in action at both the federal and provincial levels.

[*Translation*]

Xavier Barsalou-Duval: Along the same lines, some colleagues have mentioned that the federal government should not interfere in provincial matters. I, for one, would probably be the last person to say that the federal government should intervene in our affairs.

Nevertheless, the federal government can also intervene in its own affairs. However, to my knowledge, the Copyright Act is not a federal law. To my knowledge, the patent system is not a federal matter either.

Would it not therefore be appropriate for the federal government to take an interest in all matters relating to patents and copyright to regulate them in a way that addresses what the provinces are currently unable to regulate?

[*English*]

Emily Holtby: That's exactly right.

The federal government has a crucial role to play. It's what we've seen in all the jurisdictions around the world that have been successful in achieving this type of legislation, which ultimately serves the consumer. The federal government has such a crucial part when it comes to competition and business support.

Going back to the affordability angle, we find ourselves in such a vulnerable economic state right now with our trade negotiations. Vehicles are going to cost between $1,000 and $8,000 more because of tariffs alone. We need to extend the life cycle of these vehicles. We need our independent repairs to have that fair access—the same access that the dealers currently have—to ensure that the consumer is served. That's where you can see first-hand why the federal government's involvement is so crucial and important. With the consumers, of course, being protected at the provincial level, working together is really a great solution.

● (1150)

[*Translation*]

Xavier Barsalou-Duval: Ms. Denoncourt, do you have anything to say on these points?

[*English*]

The Chair: Thank you.

[*Translation*]

Please answer the question briefly.

[*English*]

She might not have heard you, and we're out of time, Monsieur Barsalou-Duval, so I think we might leave that for now.

[*Translation*]

Ms. Denoncourt, please reply briefly if you've heard the question.

Julie-Christine Denoncourt: I don't think I heard my name mentioned at the beginning of the question.

What I would say is that it's rather difficult to comment on Bill C-39. As the standards are not yet known, it would be better, in our view, as I said in my opening remarks, to establish precise and concrete standards straight away and incorporate them into this bill, rather than defer them to a second stage. Several countries have already done so, as I mentioned. Why can't Canada do that right now?

I don't see why we should not do it right now.

The Chair: Thank you very much.

[*English*]

Colleagues, that's going to bring us to the end of the first panel.

Thank you very much to the witnesses for availing yourselves here today. We appreciate the insight.

Ms. Chung, you may choose to leave your business card with Monsieur Barsalou-Duval to talk more about the Kia and its challenges.

This is exactly the type of conversation that is useful and meaningful for us as parliamentarians under the review of the piece of legislation before us.

Thank you for your time.

[*Translation*]

I would like to extend my sincere thanks to the witnesses with us online today.

[*English*]

Colleagues, I'm going to suspend briefly.

We're going to come back in seven minutes to start the second round.

The meeting is suspended.

● (1150)

_____(Pause)_____

● (1200)

The Chair: I'll ask everyone to take their seats, please. We're going to continue with our second panel.

[*Translation*]

I can confirm that all the audiovisual tests have been completed and that everything is in order.

[*English*]

We have new witnesses joining us here in the room, as well as online.

We have with us Keldon Bester, from the Canadian Anti-Monopoly Project. He is the executive officer. We have Wai Chu Cheng, the executive director of Repair Café Toronto. She is joining us online. We also have Matthew Abar from Microland. He is the president and is here in person.

You will each have up to five minutes for your introductory remarks, followed by lines of questioning from the political parties represented here at the table today.

Mr. Bester, we will start with you. You have five minutes.

Keldon Bester (Executive Director, Canadian Anti-Monopoly Project): Thank you, Chair, and thank you to the members of the committee for inviting me to speak with you today.

My name is Keldon Bester. I'm the executive director of the Canadian Anti-Monopoly Project. We're a think tank focused on working to build an economy in which markets work for the people who depend on them.

Being able to fix things is a big part of what it means to own something. That's why we support the framework proposed in Bill C-267 as a positive step for repairability in Canada.

Whether we can repair the things we own is not an inevitable or organic outcome. It's the result of business models, design choices and policies that set the guardrails around them. Without strong protection, Canadians can watch their ability to maintain and repair their own products slip away.

That's a problem, because Canadians depend on repair in a number of ways.

It matters to us as consumers in determining whether we get value for money on purchases big and small. It matters to folks like farmers and small business owners, who need control over the tools that they make their livings with. It matters to competition as well: When a manufacturer controls who can fix its products, it holds power over its customers and can shut out independent repair markets that could better serve Canadians.

We're glad to see that Bill C-267 recognizes the value of repair and the need for collaboration across governments to protect it. Provinces have played and continue to play an important role, but the markets we import from and interact with are global in nature. A national framework will help to avoid a patchwork that leaves some Canadians better protected than others.

As you study this bill, we ask you to consider three ways to broaden its scope and move faster to deliver for Canadians.

First, we suggest expanding the bill beyond electronic products and home appliances. Repair matters for products outside the walls of our homes and for people who rely on them for more than just personal use. Vehicles, farm equipment and medical devices all benefit from a strong focus on repairability. For businesses that depend on these devices, a timely repair at a critical moment can determine the fate of an otherwise healthy business.

Second, we encourage you to consider the businesses and organizations that make repair possible across this country. Most of us, resourceful as we are, rely on someone else to fix something when it breaks. Entire markets exist to meet that demand. The bill's mention of consumer advocacy groups is welcome, but any consultation should include independent repair businesses and regulators that have studied repair policy, such as the Competition Bureau.

Third, we suggest that the framework move quickly to enforceable measures to support repairability in Canada. The initial report of the framework should identify potential legislative or regulatory options, proposed obligations and responsible bodies. We also suggest earlier progress reports to make the process more transparent and accountable to Canadians.

While progress has been made on repair in Canada, more work remains to be done. As one example, there have been recent amendments to the Competition Act, which now addresses refusals to supply parts and to supply the information to diagnose and repair a product. That's an important improvement, but it addresses just one of the barriers to repair in Canada today. What Canada still lacks is a national framework that brings provincial and federal efforts together into a coherent program.

With the right ambition, the national framework of Bill C-267 would be an important step toward a future in which Canadians have more control over the products they rely on. Who gets to fix what, and on what terms, sits at the centre of protecting consumers and guarding against monopoly in our economy.

A national repairability framework built on federal and provincial co-operation is the right approach. Its scope and ambition should match what it could accomplish, which is to give Canadians a say over the products that make their lives easier and support their livelihoods.

Thank you for your time. I look forward to your questions.

● (1205)

The Chair: Thank you very much.

Mr. Abar, I'll turn to you for five minutes.

Matthew Abar (President, Microland): Mr. Chair and members of the committee, thank you for the opportunity to appear on Bill C-267. My name is Matthew Abar. I'm the president of Microland Technical Services.

Microland is an electronics repair depot in Markham, Ontario, and has been repairing electronics since 1994. We're an authorized service partner for dozens of consumer and commercial electronics brands, handling both in-warranty and out-of-warranty repairs.

I feel this puts us in a unique position. We serve Canadian consumers and businesses on behalf of the manufacturers, so we work closely with both and have every reason to keep both satisfied. Microland supports Bill C-267, particularly in its focus on transparency and on access to parts, tools and information. Our hope is that this framework will help to build a strong repair industry and repair culture in Canada by lowering the barriers to repair, not by raising the cost of products.

However, the bill doesn't address where parts and repair services are located, and for electronics, that often decides whether a product gets repaired at all.

On cost, we agree with other witnesses that Canada is an importing market and should avoid product requirements unique to Canada. We wouldn't support measures that raise prices to the point that lower-priced products, which many households depend on, are no longer viable to sell here. Our recommendations are about how products are serviced, not how they're designed or built.

A refrigerator is repaired in a home and a car is repaired at a local garage, but a laptop or cellphone or speaker can be boxed and shipped anywhere. Many brands selling in Canada send Canadian repairs out of the country and ship replacement parts from outside the country as well, usually because they already have a service network elsewhere. The customer waits longer, often pays shipping and brokerage costs, and in many cases decides the repair isn't worth it.

This bill addresses how long parts must be available, but not where.

Canadian repair volumes are also relatively small. For most manufacturers, it isn't economical to have more than one authorized service partner in Canada, so they consolidate into one. That's why a harmonized federal-provincial framework matters so much. There isn't enough volume to justify a different repair and service program in each province, and if the rules diverge, the simplest response for a manufacturer is to centralize service further, often outside Canada. One national standard, developed with the provinces, would give manufacturers a reason to invest in service here.

We recommend three amendments.

First, add a subparagraph to paragraph 3(2)(c) to require manufacturers above a minimum level of Canadian sales to distribute replacement parts and perform warranty repairs within Canada. This isn't a product requirement. Manufacturers can set up their own operation or work with parts distributors and repair depots operating here already.

Second, the “parts, tools and information” in subparagraph 3(2)(c)(ii) should be available to consumers and independent repair businesses on fair and reasonable terms. Manufacturers wouldn't have to share anything beyond what they already provide to their own service partners.

Third, subclause 3(1) should name repair businesses as well as manufacturers among the parties the minister must consult, as other witnesses have requested.

A stronger domestic repair industry means faster, less expensive repairs for Canadians.

Thank you. I look forward to your questions.

● (1210)

The Chair: Thank you very much, Mr. Abar.

Ms. Cheng, we'll go to you for five minutes.

Wai Chu Cheng (Executive Director, Repair Café Toronto): Chair, members of the committee, thank you for inviting me to appear on behalf of Repair Café Toronto.

We are a grassroots community organization made up of volunteers. Since 2013, we have been organizing community events called repair cafés in different neighbourhoods across the city of Toronto. At a repair café, our fixers help community members get their broken household items fixed and show them how to do the repairs themselves for free. We fix what people can carry to our events, so there are no big appliances but, rather, small appliances and home electronics, computers, clothing and textiles, jewellery, bikes and more. In our first 10 years, we diverted over 10,000 items from landfills.

We support Bill C-267. We think it is a good start. We would like to recommend that it go further.

Let me share a few observations that we have made at our events and in our work.

First, at a repair café, we see visitors bring in a variety of appliances and electronic items, and one common reason for the failure of many of these products is that they are made at a low cost with cheaper materials.

Second, our visitors face some common barriers to repair. Many of them lack the confidence to make repairs. Also, repair services are not accessible or affordable. There are relatively few shops around the city. They also find that it's cheaper to buy new items than to get old ones fixed at their local shops. As well, the design of some products is poor, such as those that are impossible to open without breaking them. Our fixers help them learn to repair by explaining how to troubleshoot the problem step by step and do it safely. The goal is to help them develop a fixer mindset.

Third, it is our observation that our community members have a strong desire for repair. At one of the events held last week, we had over 20 fixers, and 150 items were brought in by the visitors. Most of them were fixed.

Repair stimulates in us a sense of curiosity, creativity, collaboration and hope. For the fixer, it's gratifying to overcome a fixing challenge, and it's rewarding to give a new life to an item, especially when it has sentimental value to its owner. We also see more and more young people interested in volunteering as apprentice fixers to learn how to repair. We see an increasing demand for repair cafés in different neighbourhoods. This year, together with our community partners, we are offering a total of 170 events in Toronto. A lot of items have been fixed at our events.

Based on these experiences from our work, we have three recommendations for the bill, as follows.

One, this bill needs to include common small appliances and home electronics, and it should require the manufacturers to provide the product's lifetime and make the parts and repair information available to customers.

Two, we should require manufacturers to provide a repairability score for their products. This would provide helpful information to inform consumers' purchase decisions.

Three, we encourage the promotion of repair education and repair businesses by providing concrete support and incentives, such as tax exemptions, rebates and grants.

I would like to finish by emphasizing the significance of this bill. It's about not only consumer protection but also creating the conditions that foster repair values, behaviour and culture. By promoting repair education, this bill will empower Canadians to take effective action—that is, repairing—to reduce waste and emissions, save money, share skills and build a circular economy. Durable and repairable household items can last for multiple generations. A strong bill can save our planet for future generations to come.

Thank you for your time. I look forward to your questions.

The Chair: Thank you very much.

Colleagues, we're going to turn to our first round of questioning.

Mr. Chambers, floor is yours for six minutes.

Adam Chambers (Simcoe North, CPC): Thank you, Mr. Chair.

Mr. Abar, thank you for your testimony here today. I wanted to follow up on a couple of points you made with respect to making sure that low-cost products would still be available to consumers and ensuring that this bill would not affect the availability of products.

Can you expand on that?

● (1215)

Matthew Abar: I was referring specifically to items that would require design changes specific to Canada. The amendments we proposed are about how service is offered.

I know that there are items in this bill that talk about the length of warranty periods. Manufacturers and our partners in general can adapt to those.

In some ways, it's more of a process change than a design change in products that would make them unaffordable. If, for example, you needed to make certain products repairable that are currently not repairable—let's say in a cheaper Bluetooth speaker—those products are generally not even openable. They're exchanged by the manufacturer when they're in warranty. These are generally at the more affordable end. They are things you can pick up even at a drugstore, not necessarily an electronics centre. Those would be the most affected, because to design those cheaper, lower-end products to be openable and repairable when they're not in other markets would basically push them to a higher category and make them not affordable.

Adam Chambers: Some of those products, you would guess, might not be available to consumers if the manufacturer said they're not even going to bother selling their stuff in Canada. Is that one option?

Matthew Abar: There's a certain subset of products that we call “exchange only”. If somebody contacts us in our role as the manufacturer's representative and has this product under warranty and has the receipt, we'll send it in. It goes straight to exchange. There are no parts even made for those products.

I basically doubt that a manufacturer would build a parts supply chain just for Canada. We would likely see the lower-end products become unavailable if there was a requirement to make them repairable.

Adam Chambers: Consumer choice and affordability should still be an expectation that Canadians should have, and all governments, provincial and federal, should keep that as an underlying principle in their discussions. Is that correct?

Matthew Abar: Affordability is important. That's why most of the positions we have are to make repair more affordable.

Obviously, repairing a product economically is a more affordable option than replacing it, so our focus is on making repair cheaper and more affordable, and on removing barriers so that we and other service partners have access to parts and information and all the tools we need to be able to provide repair services cheaply to Canadians.

Adam Chambers: Thank you very much.

Mr. Bester, thank you for coming.

Help me understand your organization's position with respect to.... I think you acknowledge that there's a federal government role through competition, and there's obviously a provincial government role in contract law, as an example.

How should the federal government create a national framework on areas that are outside its jurisdiction?

Keldon Bester: The federal government, beyond those policy areas that are more squarely in its domain, can have more of a coordinating or collaborative function in building a floor instead of, again, a patchwork.

It's true that these things are in provincial jurisdiction. It's going to be provincial work, but tying in to the earlier comments, if we know we don't want to take the Canadian market and slice it up into more and more pieces while increasing durability and increasing repairability, the federal government has a strong role to play in coordinating and collaborating and making that a smoother process.

Adam Chambers: Thank you very much. I happen to share some of that belief.

However, there may be a circumstance in which a province wishes not to adopt or buy in to the federal floor, if you will. In that circumstance, what should happen?

Keldon Bester: That's where the limit of my understanding of federal and provincial interaction goes. I think the case is to be made to Canadians as to why this is better for you, whether it's home electronics, appliances or, as we suggest, a broader set of categories.

I think the work to be done is to bring provinces along by showing the value to their constituents of either meeting or exceeding this floor.

● (1220)

Adam Chambers: Thank you very much.

I'll offer just a suggestion as the way that I might think about it.

The only way it can work, in my view, would be to set it up like the national building code. The challenge with the building code, though, is that a lot of these changes are made by the federal government to the national building code without proper consultation with industry or provinces. What started as, I think, a valuable or a laudable goal has now turned into the federal government making changes without considering things like cost and affordability, which then are automatically, in some cases, adopted by provinces. That would be a risk. It's a model, but it's a risk.

Mr. Chair, how am I doing for time here?

The Chair: That would conclude your time, Mr. Chambers.

Adam Chambers: Thank you very much. I appreciate it.

I'd love to continue the conversation.

The Chair: Thanks very much.

Mr. Bardeesy, the floor is yours for six minutes.

Karim Bardeesy (Taiaiako'n—Parkdale—High Park, Lib.): Thank you very much.

Mr. Bester, we've seen frameworks in the past. We've also seen other forms of policy direction that have the effect of causing change at the manufacturer level. I'm wondering if you can speak to the kinds of changes you might see from manufacturers just from the mere presence of a framework or a consultation towards the presence of a framework.

Keldon Bester: If we zoom out and ask where this is heading in provinces, at the national level and at the international level, I'm thinking about the EU this week. The more constituencies and markets are moving towards establishing floors and establishing frameworks, the more it makes business sense for folks to just adopt that into their own practices.

In the U.S., in Canada, in Europe, there is a vibrant right to repair movement. In state or federal action, the same thing could be replicated here. My optimistic point is that in moving in that direction, it just becomes the standard way of doing business, as opposed to being an anomaly.

Karim Bardeesy: An example that sometimes comes up of multinational pressure resulting in real change is in the adoption of USB-C as a common standard. What other kinds of things might we be able to expect?

Keldon Bester: You're referencing the EU's ecodesign, I believe it's called, related to phones and tablets. It's focused more on e-waste than on interoperability and repairability.

The other big lever of their right to repair approach is the right to repair directives. Across quite a number of sizable product categories, they link market access to the provision of repair information and parts at a fair price and at a fair time, among other things.

While the market access piece may not be where our minds are at, aligning with that other half—that right to repair directive—would be a way to increase the potential market that we're talking about here.

Karim Bardeesy: I see that the bill includes references to both labelling and the availability of parts. Thank you for that.

You referred to the role of the Competition Bureau and its possible inclusion in the bill. It's not there now, but could you speak briefly to the role of the Competition Bureau and the Competition Tribunal with respect to these issues?

Keldon Bester: That's a good question. Thank you for it.

There are a couple of dimensions to it. In particular, the Competition Bureau, in its advocacy and policy function, has been a pretty consistent champion of the right to repair and has fed into a number of consultations provincially, but with the Bill C-59 amendments in 2024, there's also this refusal-to-deal provision related to repair and diagnosis, parts and information. That's an important tool, as I mentioned.

The thing about the Competition Bureau and the Competition Tribunal is that they're best focused on systemic issues that require engaging in the investigative and adjudicative process. Competition Bureau investigation and litigation can take years. If that's pointed at a major issue—let's say a dominant manufacturer has taken over the market for aftermarket repairs—that's very helpful, but as a day-to-day person, I can't go to the Competition Bureau and say, "I need this repair manual." We need to match that with either a legislative or framework approach.

Karim Bardeesy: Thank you. That's very helpful.

Ms. Cheng, I have a couple of questions for you.

Thank you for the work you do with so many volunteers. We visited you at Swansea Town Hall in Taiaiako'n—Parkdale—High Park a few months ago and saw the thriving community that you described.

Could you talk to us a bit about the kinds of people who come as volunteers? Are these professional repair people? Do they run businesses that actually provide them with income from doing repair work?

● (1225)

Wai Chu Cheng: Yes, we have a lot of volunteers—we call them "fixers"—who help visitors repair their broken things. Most of them are hobbyists. They just love fixing. They love helping others fix their broken things and showing them how to do it.

Many of them have been volunteering with us for a long time. They enjoy doing what they do. They love to share their skills with others.

Karim Bardeesy: At the end of a meeting with a fixer, what kind of reaction do you get from the people who bring in these goods?

Wai Chu Cheng: When their things get fixed, visitors and fixers are very happy. We celebrate by getting the visitor to ring the bells, and there's a round of applause from the people in the room.

Sometimes something is not fixable, or we just don't have the tool to open it. Other times, things need to go back and the owner will need to come back with the parts, or the thing basically can't be fixed, which is the end of its life. Visitors are still very happy. They really appreciate that they have been shown the process to look into the items, and they learn. They appreciate the people who try their best to help them.

Often fixers like to consult each other as well. It is a collaborative environment, so sometimes you can see multiple fixers working on one item to help a visitor get things fixed. This is an environment that really has a sense of life that people can feel when they walk into the room.

Karim Bardeesy: Thank you so much.

The Chair: Thanks very much.

We're going to have to look into getting Mr. Bardeesy a bell that we ring when he has his line of questioning here.

[*Translation*]

Mr. Barsalou-Duval, you have the floor for six minutes.

Xavier Barsalou-Duval: Thank you, Mr. Chair.

Mr. Abar, I found your remarks compelling. Despite our desire to improve the repairability of manufactured products that we buy, which I believe is generally wanting, we must be mindful of affordability in a broader and more general sense. For example, certain small items bought in Dollarama stores and pharmacies might present challenges. Bill C-267 has no threshold above which products should be considered repairable based on their value. Is a dollar value the best measure? If so, at what level should that threshold be set? Should it be $100, $200, $500 or $1,000? I suppose it's really not worth imposing strict repairability standards for something that costs $5 or $10.

[*English*]

Matthew Abar: Yes, there's definitely an issue on the lower end of the product scale. For the manufacturers, it's not even a question of supplying parts. Often, they don't even make parts for lower-priced products. These are generally designed to be exchanged and then recycled. They recycle the older ones.

A dollar value can work. It generally depends on the product category. A laptop at $300 is generally not going to have many parts, but maybe a TV will. There is some variation between product categories.

On the lower end of the product scale, requiring repairability or parts is just not.... It would be a very Canada-specific thing—I'll say that. It's not something that manufacturers are going to—

● (1230)

[*Translation*]

Xavier Barsalou-Duval: Would you say that a product costing $1,000 should still be repairable? Personally, I think it should be repairable. What is the value threshold? Is it $20,000, $1,000 or $500? Don't you have a firm opinion on this?

[*English*]

Matthew Abar: I don't have a specific number in mind, but it would probably be closer to the $100 range, the lower end of the scale.

I agree that there should be some kind of threshold where a lot of these provisions would kick in, but it's closer to the $100 range than the $20,000 range.

[*Translation*]

Xavier Barsalou-Duval: Do any other witnesses have a view on this matter?

[*English*]

Keldon Bester: I don't have a number in mind, but I agree with my colleague that we should be focusing on the lower end and be very skeptical, because I can imagine those arguments. We start low and then start to creep up, and then important products end up being excluded just because they fall under a dollar-value threshold.

The thing that comes to mind is that products that need to be replaced may be cheaper in the short term, but we're trying to take this longer-term view that more affordable and more accessible repairability might actually save money in the long term.

[*Translation*]

Xavier Barsalou-Duval: Last week we met with a representative from the Canadian Association of Home Appliance Manufacturers. He seemed to argue that having higher repairability standards would be a constraint and that it would result in higher prices. However, in Quebec, this does not appear to have materialized, despite these threats.

One of the things he was opposed to was precisely the requirement to keep spare parts in stock, on-site. I was wondering how, in practical terms, having spare parts in stock would make a product specific to Canada. It seems to me that if a product is sold on the North American market, the spare parts are the same in the United States and in Quebec, and perhaps in other countries, such as Mexico. In what way is the requirement to keep spare parts in stock a problem?

Mr. Bester, could you answer that?

[*English*]

Keldon Bester: That's a good question.

I think the goal we're trying to achieve here is to think about the market for repairs. Making that easier, opening it up and making it more standard are all things that tend to increase competition and drive prices down.

There may be specific instances in which a part is truly created for Canada. However, as I said in my earlier comments about the U.S. and the EU, Canada really isn't alone in the effort to increase the repairability of products. The more markets are engaged in this, the easier you make it to repair and the more broadly available the information is, the more I can imagine the costs actually coming down.

It's interesting to hear what we're seeing in Quebec at the same time.

[*Translation*]

Xavier Barsalou-Duval: Do you think that Bill C-267 should include provisions such as granting the minister powers to order a manufacturer to rectify a situation that could not have been anticipated and which would prevent a product from being repaired or which would be anti-competitive?

[*English*]

Keldon Bester: There needs to be some enforceable element to an approach to right to repair. Whether that lives at the provincial level or the federal level is, I think, something that this consultation can and should investigate. What are the concrete legislative or regulatory responsibilities? Who's responsible and who's going to be accountable for that?

I do hesitate. We work in a number of sectors, and I'm thinking of the grocery sector at this moment. From our experience, an approach through voluntary commitments tends to be less effective because they don't have teeth behind them.

[*Translation*]

Xavier Barsalou-Duval: Thank you very much.

The Chair: Mr. Groleau, you have the floor for five minutes.

Jason Groleau (Beauce, CPC): Thank you, Mr. Chair.

Mr. Bester, you are the executive director of the Canadian Anti-Monopoly Project. Could you tell us about your organization?

[*English*]

Keldon Bester: We are a pro-competition, anti-monopoly think tank. We focus on different sectors and different policy areas. We look at where markets are concentrated and at whether there is a monopoly or an oligopoly. We also conduct research and commentary and create policy to deconcentrate markets, increase competition and make those markets more vibrant.

● (1235)

[*Translation*]

Jason Groleau: Large companies have more resources than smaller players. Aren't you concerned that Bill C-267 might put pressure on smaller players and, in doing so, favour the industry's major players, thereby allowing them to create monopolies?

[*English*]

Keldon Bester: This is a classic issue with any regulatory action: Who can respond, but at the same time, where can you have the greatest impact by imposing regulations or obligations on major manufacturers?

Our desire to include the small independent repair businesses in this consultation is in part to address that. It's to say that you need to hear from all the parts of the market that are involved in this ecosystem.

Something they've done in other areas is to say that there's a threshold of a business size or numbers of customers. We would think that this would be an interesting aspect to entertain within the consultation, but you're going to have the biggest impact by bringing those bigger players onside when it comes to repairability.

[*Translation*]

Jason Groleau: Consumers must be able to buy a product at an affordable price. They must be able to choose the product repairer.

Aren't you concerned that the additional requirements will directly drive up prices for these people, the families?

[*English*]

Keldon Bester: No, I don't think so.

Among other things, I think we have the concept of the lifetime cost of a given appliance or product. For something that may be more cost-effective in the short term, if I'm not able to maintain it and repair it myself and if I have one or two options when it comes to repairability, the upfront cost of it might be lower but I end up paying that further down the line.

We think about that in a lot of different areas not necessarily related to repair. We can go back to our telecom companies. For things that may seem attractive up front, what's their total lifetime cost?

I think that a right to repair, a repairability approach, ultimately brings down that cost.

[*Translation*]

Jason Groleau: Ms. Cheng, what's the most significant barrier you face to repairing a device? Is it the parts, the software or the cost?

[*English*]

Wai Chu Cheng: It is the spare parts, but also, we've seen items come in that are made with cheaper materials. For example, someone brings in a kettle. The on and off switch is made of plastic and is no longer working. It's not worth fixing, because you can't get the parts for the switch from the manufacturer.

In this kind of item, such as, for example, levers in toasters that contain plastic material, over time the plastic gets heated and weakens and cannot function consistently. Also, it's hard to get them open when the design is to make it not openable. In items such as lamps, sometimes the casings are glued together. It's hard to open them to check the inside parts of a lamp.

All these things can cost and are hard to repair.

[*Translation*]

Jason Groleau: Mr. Abar, I'll ask you a quick question. In your experience, will Bill C-267 lower or increase household bills?

[*English*]

Matthew Abar: I think that if it's done right, it can reduce the overall lifetime cost by reducing the cost of repair.

Our biggest challenge, similar to what Ms. Cheng said, is access to parts and service manuals for brands that we're not authorized for. Making those more broadly available so that we don't have to import the parts from all over the world and search for those parts could reduce the lifetime cost.

As we discussed before, maybe we could have a floor for the cheaper products' prices to remain cheap and to not impose too many rules on units that are otherwise not repairable or designed to be exchanged. I think we can have this bill and keep costs low.

● (1240)

Jason Groleau: Thank you.

[*Translation*]

The Chair: Thank you, Mr. Groleau.

[*English*]

Mr. Ma, the floor is yours for five minutes.

Michael Ma (Markham—Unionville, Lib.): Thank you, Chair.

My question is for Mr. Abar.

A core objective of Bill C-267 is to establish a national framework that sets standards around the minimum useful life of essential home appliances. Throughout this study, questions have been raised regarding who should determine these minimum standards and what methodology should be used.

Drawing upon your experience in the electronics repair industry, what technical and operational considerations should inform the determination of minimum useful life standards, and how can these standards be established in a way that balances consumer protection with the practical realities of manufacturing and repair?

Matthew Abar: Thank you for the question.

In our experience in dealing with different manufacturers and different products, the minimum standards—and I think that's the way they've done it in Quebec—vary by product category. Different products are used differently. A TV sits on your wall. It doesn't really move and it's not really touched, so it can perhaps have a longer lifespan than something that has more feedback, is used in your hands and is moved around a lot.

It varies by product category, and who should set those standards, we think, are independent engineering boards, professional engineers outside of both the manufacturer and the consumer sides of things. One of the reasons why we suggested that, and one that I mentioned, is to have repair shops like ours consulted in this, because we deal with both sides. We see what the consumers are looking for and what consumers are demanding of their products, and we also see what manufacturers are capable of providing and willing to provide, and what resources are available to them to provide those services in Canada.

Michael Ma: Thank you.

In your published writing, you've highlighted how returned and decommissioned electronic products can serve as an alternative supply chain for replacement parts. One of our essential concerns in Bill C-267 is ensuring that products remain economically repairable throughout their expected useful lives, even after manufacturers discontinue particular components—like how we used to see used car parts sold as spare parts.

How can a national framework best ensure the long-term availability of replacement parts, while giving manufacturers and independent repair businesses sufficient flexibility to develop cost-effective solutions to parts shortages?

Matthew Abar: That's a very good question. Something we deal with a lot, especially once units go out of the warranty period, is the availability of parts. Being able to continue to provide services to consumers after the units have come out of warranty is difficult. It's very variable by manufacturer. Often we see manufacturers supporting parts seven or eight years after the warranty has expired and units came out, while others basically stop once the warranty period is over or once they start stop selling them.

On having a minimum standard, we would support having a minimum period, let's say, after the warranty period where parts continue to be supplied.

One of the activities we do, as you read, is harvest old, discarded and recycled electronics to build a parts supply. We distribute those parts to other service centres throughout the country, but you never know what's coming in. You can't plan a service industry for the country just around recycled parts, so we do need the manufacturers' support in making sure there's a minimum period of time where they still have to supply parts.

Michael Ma: I applaud you for doing so, because seeing these parts and products sitting in garbage dumps is not good for the economy and not good for the environment.

Thank you very much for that.

The Chair: Thank you very much, Mr. Ma.

[*Translation*]

Mr. Barsalou-Duval, you have the floor for two minutes and thirty seconds.

● (1245)

Xavier Barsalou-Duval: Thank you, Mr. Chair.

I would like to use my time to give notice of the following motion:

> That, pursuant to Standing Order 108(2), the INDU committee examine the consequences for the Quebec and Canadian steel industry—which is already severely affected by 50% U.S. tariffs—of the Prime Minister's announced intention to conclude a free trade agreement with Turkey, as well as the impact such an agreement would have on the federal government's contingency measures, given that countries without a free trade agreement are permitted to import 20% of their 2024 volumes duty-free, whereas countries with an agreement are permitted 75%. That, for this study, which shall consist of at least two (2) meetings, the committee invite the following witnesses to appear:
>
> a. The Department of Finance;
>
> b. The Canada Border Services Agency;
>
> c. Catherine Cobden, President of the Canadian Steel Producers Association (CSPA);
>
> d. Marty Warren, National Director of the United Steelworkers (USW);
>
> e. Nicolas Lapierre, Director of the Quebec section of the Métallos union;
>
> f. Paul Bird, President of the Montreal Port Authority;
>
> g. Stéphane Brochu, President of ArcelorMittal Long Products Canada;
>
> That the committee report its findings to the House and request a government response.

I believe, Mr. Chair—unless I am mistaken—that I cannot debate the motion or explain it at this time, given that it is merely a notice. Am I mistaken?

The Chair: Have you given a copy of the motion to other members of the committee, Mr. Barsalou-Duval?

Xavier Barsalou-Duval: No, the motion has not yet been circulated. I understand that it's also not part of the subject under discussion on today's agenda, since we are discussing Bill C-267. Therefore, I don't believe it can be debated, unless there is unanimity around the table to proceed. However, I could circulate it, if there is an opportunity to do so.

The Chair: Yes, I need to look into that first. However, the motion cannot be moved at this time because of the subject we are discussing, but you can still move it later. You can hand this to the clerk and give adequate notice, and we can hold the debate later if it's something you wish to move.

Xavier Barsalou-Duval: Thank you very much.

The Chair: Is that all?

All right, thank you.

[*English*]

Ms. Begum, the floor will be yours for five minutes.

Doly Begum (Scarborough Southwest, Lib.): Thank you very much, Chair.

I want to first take the opportunity to go to Ms. Wai Chu Cheng. I feel that I owe her a thank you because I know she's coming to the border of my riding in a week or two with the repair café at the Hub on Eglinton.

I know that our community really appreciates the work that you and all the volunteers have done throughout the years.

One of the things that really stuck to me when you talked was about the fact that in just one event, you had 150 items repaired. Over the year, you've had 170 events. It just goes to show the demand that we have from our community, especially with average-income and low-income families, who really want to be able to use their products for the long term.

It's not just that. I think everyone has that desire. We've seen data in the past, and people have that desire—over 75%. When we look at the number of people who are actually getting it done, it's quite low compared to how many people want to get their electronics and other appliances repaired, but they don't have the ability. You are filling a gap.

We have many of you—and other witnesses here as well—who are looking for manufacturers. We have Matthew Abar and Keldon Bester here today in person.

I think it really goes to show the demand and the need for this framework and this legislation, which will allow us to have that consultation and have the local voices, the local repair shops' voices, come together to come up with that framework.

First, I wanted to ask Ms. Cheng this.

On your website, you talk about how you're really focused on safety. One of the questions that has been raised for this legislation is, of course, about safety and making sure that we have licensed professionals doing the repair work. Would you be able to touch on that?

I know you've mentioned quite a few examples. Talk a little about how important it is to have that safety component and what you've done to make sure that we are not only focusing on being able to make repairs accessible but also focusing on the professionals who are able to do them.

● (1250)

Wai Chu Cheng: First of all, I want to mention that what we have achieved is the result of collaboration with a lot of excellent community organizations that care about the community and want to bring a repair service and repair education to their community members. We have been working closely with a lot of community organizations to organize repair cafés, including the one at the mid-Scarborough Hub. They organize the events and we work together to support them in recruiting volunteer fixers.

Regarding your question about safety, at the repair cafés, we have house rules and safety procedures. We include the house rules and safety procedures on our website, and all of our volunteer fixers are required to follow them. For example, when they're working on electrical items, they should be unplugging before they open an item. There are some steps that they share. When a visitor arrives, before they get to see a fixer who will help them, they are reminded that they need to work with us to follow house safety procedures.

Most of the time, we will ask our fixers whether they want to fix certain items or not. Our fixers have the right to reject. If they don't feel comfortable with certain items, they don't have to work on them. For example, we generally reject items that are powered by gas, like gas-powered lawnmowers. We don't open them. We actually don't accept them. We also don't accept heating items made before 1997, because there might be asbestos in them. We reject them if anyone brings them to an event.

As I mentioned, we've been running repair cafés for the last 13 years, and we have been really careful about safety. I think we can always do better, but we have a lot of fixers who are very experienced as well.

Also, as I mentioned, we often refer products if we find that visitors can get better or specialized help from professionals at business repair shops. Without hesitation, our fixers will refer them to repair shops. On our website, we have put together a directory of repair shops as a resource to share with our community members. We are not doing all of the repairs, as you know.

I'm sorry. I hope I answered your question.

Doly Begum: Yes. Thank you very much.

The Chair: Thank you very much, Ms. Begum.

Colleagues, there are just a few minutes left, so I'm going to take the opportunity to ask the final question.

Mr. Bester, I was trying to understand throughout your testimony, working with the analyst and looking at the Competition Act as it currently exists.... I believe it was section 75. I'm wondering if you could offer some clarity.

The way it seems to read to me is that there is currently a provision in the act that would allow for a “person”—that's the language the act uses—to have a legal recourse for the right to repair. If I go to Joe's mechanic shop and Joe has my GM and says, “I'm sorry. We can't fix it. We don't have access to the information”, the Competition Act, as it's written in section 75, would permit me or the mechanic to make a complaint to the tribunal that we are not being given access by the manufacturer to the information necessary for the repair. Am I reading that correctly? That's number one.

Number two, I understand the argument I think you've made, which is that, yes, the legal provision exists, but that's an onerous process and you have to go through this tribunal every single time. If that is the case, are we seeing everyday Canadians making use of that provision in section 75 to demand the right to repair as it pertains to the auto sector?

● (1255)

Keldon Bester: It's an excellent question. Bear with me.

When it comes to the enforcement of the Competition Act, for a very long time, it was predominantly the Competition Bureau that brought the vast majority of cases. The private access route, more often than not, is taken by a business as opposed to an individual, and the standard for them to bring a case was quite high. You basically had to be going out of business and then decide to take on a bunch of legal fees, which was not a particularly attractive path. In 2023 and 2024, they opened the path to private access and also included, correctly, as you note, the provisions around refusal to deal around repair and diagnostic information.

This is a great example of the value of upfront standards and a framework as opposed to an investigatory and adjudicative tool. It is true that you could bring that case either to the Competition Bureau in the form of a complaint or to the Competition Tribunal, but the fact that it originates from the Competition Act means that it would have to actually have an impact on competition to then begin the process of either investigation or litigation. Again, we are talking about something that, to date, even with the expanded access, only a select number of Canadian businesses have engaged in.

I'd be happy to elaborate on that further—

The Chair: Yes. If I—

Keldon Bester: —but it is not a tool for the everyday Canadian today.

The Chair: If I'm understanding you correctly, an argument that could be made by the manufacturers is, essentially, that there's no competitive issue here because nobody else is doing it either.

Keldon Bester: It could also be we're so small, we're not a dominant player, there's not a substantial lessening, and so on and so forth. Again, it's a great tool, but it exists for a very particular purpose that an individual walking up to the desk really can't achieve.

The Chair: That's very interesting. I appreciate that clarity.

Maybe it serves as a bit of a foundation for us moving forward, as we try to understand this more broadly, as something that can be pointed to that exists but, as you say, is primarily not a consumer-friendly or upfront way to deal with this.

Thank you for that.

Colleagues, I appreciate another very good meeting and conversation.

[*Translation*]

I would like to thank all the witnesses who are here today.

[*English*]

As a reminder, the deadline for amendments has been moved, per our decision earlier today, to four o'clock on Thursday.

There is no meeting this Thursday. We will do subcommittee business instead, and I will speak with members of the Bloc, the Liberals and the Conservatives to work through that. On Tuesday, we will meet to begin clause-by-clause on the bill. On the following Thursday, as a result of the tabling of the federal budget, there will be no meeting. We'll have some further direction of where we go after that.

With that colleagues, thanks very much. Enjoy the rest of your day. We will see you again next week.

The meeting is adjourned.

Published under the authority of the Speaker of the House of Commons

SPEAKER'S PERMISSION

The proceedings of the House of Commons and its committees are hereby made available to provide greater public access. The parliamentary privilege of the House of Commons to control the publication and broadcast of the proceedings of the House of Commons and its committees is nonetheless reserved. All copyrights therein are also reserved.

Reproduction of the proceedings of the House of Commons and its committees, in whole or in part and in any medium, is hereby permitted provided that the reproduction is accurate and is not presented as official. This permission does not extend to reproduction, distribution or use for commercial purpose of financial gain. Reproduction or use outside this permission or without authorization may be treated as copyright infringement in accordance with the Copyright Act. Authorization may be obtained on written application to the Office of the Speaker of the House of Commons.

Reproduction in accordance with this permission does not constitute publication under the authority of the House of Commons. The absolute privilege that applies to the proceedings of the House of Commons does not extend to these permitted reproductions. Where a reproduction includes briefs to a committee of the House of Commons, authorization for reproduction may be required from the authors in accordance with the Copyright Act.

Nothing in this permission abrogates or derogates from the privileges, powers, immunities and rights of the House of Commons and its committees. For greater certainty, this permission does not affect the prohibition against impeaching or questioning the proceedings of the House of Commons in courts or otherwise. The House of Commons retains the right and privilege to find users in contempt of Parliament if a reproduction or use is not in accordance with this permission.

Also available on the House of Commons website at the following address: https://www.ourcommons.ca

Publié en conformité de l'autorité du Président de la Chambre des communes

PERMISSION DU PRÉSIDENT

Les délibérations de la Chambre des communes et de ses comités sont mises à la disposition du public pour mieux le renseigner. La Chambre conserve néanmoins son privilège parlementaire de contrôler la publication et la diffusion des délibérations et elle possède tous les droits d'auteur sur celles-ci.

Il est permis de reproduire les délibérations de la Chambre et de ses comités, en tout ou en partie, sur n'importe quel support, pourvu que la reproduction soit exacte et qu'elle ne soit pas présentée comme version officielle. Il n'est toutefois pas permis de reproduire, de distribuer ou d'utiliser les délibérations à des fins commerciales visant la réalisation d'un profit financier. Toute reproduction ou utilisation non permise ou non formellement autorisée peut être considérée comme une violation du droit d'auteur aux termes de la Loi sur le droit d'auteur. Une autorisation formelle peut être obtenue sur présentation d'une demande écrite au Bureau du Président de la Chambre des communes.

La reproduction conforme à la présente permission ne constitue pas une publication sous l'autorité de la Chambre. Le privilège absolu qui s'applique aux délibérations de la Chambre ne s'étend pas aux reproductions permises. Lorsqu'une reproduction comprend des mémoires présentés à un comité de la Chambre, il peut être nécessaire d'obtenir de leurs auteurs l'autorisation de les reproduire, conformément à la Loi sur le droit d'auteur.

La présente permission ne porte pas atteinte aux privilèges, pouvoirs, immunités et droits de la Chambre et de ses comités. Il est entendu que cette permission ne touche pas l'interdiction de contester ou de mettre en cause les délibérations de la Chambre devant les tribunaux ou autrement. La Chambre conserve le droit et le privilège de déclarer l'utilisateur coupable d'outrage au Parlement lorsque la reproduction ou l'utilisation n'est pas conforme à la présente permission.

Aussi disponible sur le site Web de la Chambre des communes à l'adresse suivante : https://www.noscommunes.ca