

WAVCA Members' Meeting

Held at the Arden Hotel, Coventry Rd, Bickenhill, Solihull B92 0EH
on Wednesday 11TH January 2017

MINUTES

Present

Allied Mobility – Peter Facenna
Automotive Group – Phil Hind
Bristol Street Versa Mobility – Joanne Ellison
Brotherwood Automobility - Rod Brotherwood; John Daniel
GM Coachwork – David Vooght
Gowrings Mobility – Nigel Brice
Lewis Reed – Peter Scullion, Ian Newton
OH Mobility – Steve Gilmartin
TBC Conversions – Davy Donnell (Chair)
Vic Young Mobility – Vic Young

WAVCA – Linda Ling

1 Welcome

Prior to the commencement of business, Members received presentations from 2 Trade Partner Members, Q'Straint and Unwin. These were very informative.

2 Apologies - David Vooght

Apologies had been received from Alfred Bekker, McElmeel Mobility and Sirus.

3 Minutes of last meeting

The Minutes of the last meeting needed an amendment in that Peter Scullion was not present at the last meeting. With this amendment the Minutes were agreed as being a true record of the proceedings of the meeting and were signed off by the Chairman.

4 Matters Arising

PS raised concerns that since he had left the Board he felt excluded in the decision-making process and he was concerned that other Members may feel the same.

After a robust discussion which included reiterating that although WAVCA is a Members' organisation it is also a Limited Company with a Board elected by the Members to run the Company, it was agreed by all Members that the Board should consider the agenda item "What should be the functions of the WAVCA Board?" at their next Board meeting and report back to the Members.

ACTION DD

It was also agreed that, for greater transparency, Minutes would be posted by 2 weeks of meetings and Agendas would be sent out 2 weeks prior to meetings. **ACTION LL**

There were no other matters arising which would not be covered in the Agenda.

5 Treasurer's Report

As he had presented at the Annual General Meeting, PH reported that WAVCA accounts for 2015 were filed on time. Phil is introducing some new procedures to assist with preparation of future accounts.

Phil reported a closing balance for the year of £17,140.72.

Total expenditure for 2016 £34,731.47.

Projected income is annual fees of £29,000 from Members & Trade Partners.

With a projected expenditure of £34,720.90 this would give us a bank balance of £11,401.82 at the end of next year. This does not include income generated from PAS Accreditations or any other additional out of pocket expenses.

However, the Board has decided to hold the Annual Membership fee to £2,000 to be paid by 31st January 2017.

Subscriptions are now due. LL will send out invoices to all Members and Trade Partners to be paid by Bank Transfer by 31st January 2017 please. **ACTION LL**

Chairman intends to approach Motability Operations for a contribution to our expenses as well as funding for the BSI expenses of the 2017 PAS Review. **ACTION DD**

6 PAS 2012 update

LL reported that there were now 55 completed PAS Accreditations.

VCA performance and Motability requirements would be covered below.

7 Tech WG Report

DV gave his Report for 2016.

The Tech WG met 5 times in 2016 - January, April, June, September and November. In addition to that members were involved in 20 other phone or email discussions.

DV met with VCA in February and December, and we organised had a joint day on PAS 2012:2015 with all VCA Engineers in June.

The June Tech meeting also included a meeting with Emilie Bratt from BSI.

In addition Linda attended BSI CH173 meetings in January and August, and Linda and Ian Newton attended a one-off VCA consultation meeting in Nottingham in March.

The following people have been Members of the Tech WG in 2016: Ian Hopley, Ian Newton, Rod Brotherhood, John Blackwell and Simon Pearson. In particular, IH does so much for us and we need to thank PF for allowing him to participate at this level.

In addition to WAVCA Members the Tech WG also enjoys the participation of 2 Trade Partner Members – Victoria Hodgkinson-Gibbs from Q'Straint and Rob Butcher from Unwin. Their input and collaboration is a real benefit to the WAV industry.

In the last 2 years 45 Work Items have been raised. Work Items can be raised by WAVCA members, Tech WG members or come as queries from VCA.

Completed Work items are sent to the Board for ratification before becoming part of our procedures. We also use Work Items to capture and track future considerations for the next PAS Review.

They have also completed responses for the UK submission for ISO10542 and worked on providing a set of information for Motability Operations.

DV reminded all Members that they have a login to the WAVCA Website. If any Member does not have their log-in please request one from admin@wavca.co.uk **ACTION ALL**

Tech WG items are currently posted on Tech WG area. It was agreed by Members that these will now be duplicated in the Members' area. **ACTION DV**

Any Members who wish an item to be raised for discussion at the Tech WG should send this to admin@wavca.co.uk **ACTION ALL**

He reminded members that WAVCA are the owners of PAS2012 and through the Tech WG instruct VCA in technical interpretation.

Motability Operations have now come back in a call from Scott to DD and asked for tested wheelchair weights.

There was an open Membership discussion on provision of information. The outcome of this discussion was an agreement to ask VCA to provide information on 55 PAS Accreditations and re-design the document which is received by LL at Accreditation to include this information. LL would then provide the information to Motability Operations. **ACTION LL**

We also need to add this on-going to the information which is provided by VCA to LL for the Accreditation. **ACTION DV/LL**

DV gave some support for the justification to request funding from Motability for ongoing support to maintain the robustness of PAS2012. DV to supply information to DD for Motability Ops presentation along the lines of additional costs to WAVCA in administration expenses and to each Member company of providing 6 consultants in a WG 5 times a year, with background work and discussions in between. **ACTION DV**

DV also reported on the delays and commercial damage that has been caused by poor performance of VCA. The Board had discussed writing a letter and DV proposed that a letter be written and sent from all WAVCA Members. Issues are bottlenecks created by resource & hierarchy, lack of communication between engineers and administration. This was agreed by all Members. DV will start the draft and send to DD. **ACTION DV/DD**

The new Normans are now available for the following – TBC, Bristol Street Versa Mobility, Focaccia and Gowrings. There is 1 additional Norman available for sale. DV will get in touch with the companies about payment and shipping. **ACTION DV**

8 Type Approval

LL advised that, as reported at the AGM, there had been an issue in December. The TCMV draft proposal on real-driving emissions from light passenger and commercial vehicles (Euro 6) included, amongst a whole tranche of other reviews, deleting our W1 easement without consultation or warning.

Here is Ian Hopley's explanation of the problem we faced.

In converting vehicles for wheelchair access, most converters add some weight to the base vehicle. This can typically be anything between 40 and 300kg, depending on the type of conversion. The addition of this weight could invalidate the emissions approval. This has been recognised for many years, and there is currently an easement for wheelchair accessible vehicles to allow additional mass to be added as part of the conversion. This appears in footnote "W1" at the end of Annex XI of the Recast Framework Directive. The proposal is to delete the last sentence of footnote W1 (which is the sentence that allows us to add weight). The problem is not so much the cost of carrying out another emissions test. This (and the ongoing Conformity of Production tests associated with it for the life of the vehicle) could perhaps be absorbed by the industry.

The problem is what happens if we fail such a test. NO converter is in a position to make changes to the base vehicle's emissions control system. That is WAY beyond the resources of ANY converter. We could therefore find ourselves in a position where we had developed a WAV, only to find we couldn't type approve it.

WAVCA & OECVA had taken action by writing to the lead of the changes, Dr Dilara, and also lobbying MEPs and other stakeholders.

The result was that the sentence which contained our easement stayed in. However Dr Dilara has warned that this may still remain an issue.

The next Brussels MVWG meeting is on 15th February and LL has secured an appointment with Dr Dilara on 14th to discuss this further.

9 ISO 10542 & Transport Panel

There has been no activity through BSI since the last meeting and no meetings of CH173.

PS is monitoring the developments in ISO10542 and Annexes K,L,M through WG6 and other OECVA Members. There is no information concerning when stakeholders will be consulted.

LL agreed to email Emilie Bratt by 19th January to ask this question and also to ask where they are up to on the general re-write of 10542, and is there going to be a consultation on this. **ACTION LL**

There had been no meetings of the Transport Panel.

10 IVA

TUG meeting on 20th Oct was badly organised and we were not represented. DV has agreed an additional place at this meeting for GM Coachworks plus WAVCA. There are no dates for future meetings yet.

11 Motability Operations

The meeting which had been arranged with Tim Newberry for January had been postponed by Motability. A meeting date for February is to be agreed. **ACTION DV**

12 AOB

RB suggested that, particularly in the light of the recent issues over W1, we approach lift companies as potential Trade Partners. LL will invite them. **ACTION LL**

13 Date of next Meeting

Since date agreed at Board was not popular with Members it was agreed that the next Members' Meeting be on Tuesday 21st March 2017. This will be in the afternoon, following the Board Meeting in the morning.