BUSTERS TOWING

Vancouver deserves an independent audit

13 of 13 tows charged as Cat 3 instead of Cat 2

MULTIPLE VEHICLES • DIFFERENT YEARS • DIFFERENT DRIVERS

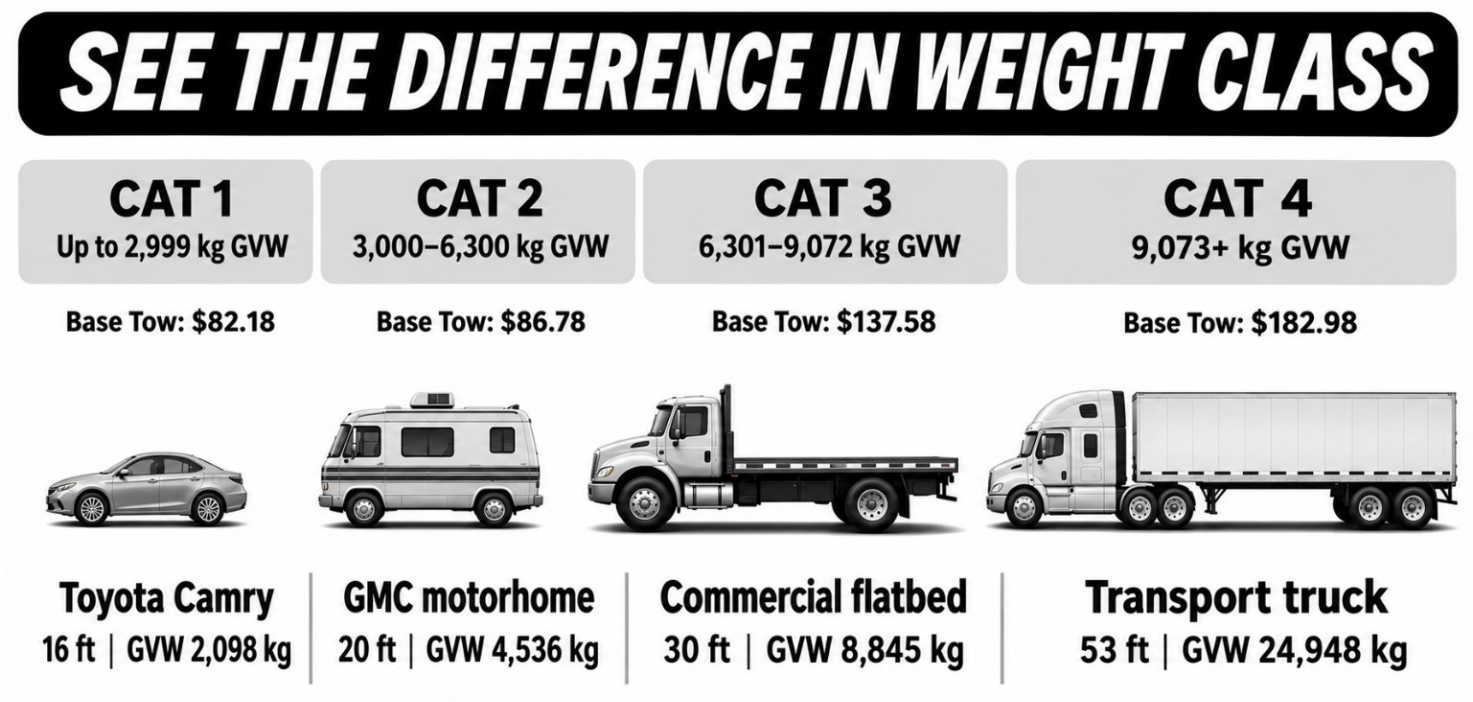
The clearest example of fraud is that every single tow — across multiple vehicles, multiple years and multiple drivers — was misclassified as Cat 3 instead of Cat 2. The weight is something Busters can obtain from the VIN or make, model and year. Both were recorded, and no other data source would say a different weight.

An honest mistake 13 times — or standard bill-padding?

Ask yourself if you believe Busters when they say an honest mistake was made in every one of these 13 tows — or the City Auditor when they say they are satisfied this is rare. It does not look rare. It looks like standard procedure to inflate the bill because it makes more money.

7 BILL-PADDING PRACTICES TO AUDIT

1. Wrong weight category
2. Load/secure added on completed tows
3. Added fuel on disputed extras
4. Standby/wait time
5. Extra storage days
6. Excessive roadside unhook charges
7. Mixing ICBC and City fee schedules



HOW MUCH HAS VANCOUVER PAID?

Audit Busters before any contract extension.

5	$719.23	$143.85	8
of 13 tows refunded	refunded for weight-class charges	average weight-class refund per tow	overcharged tows still awaiting refunds

Busters confirmed all 13 sampled tows were overcharged. Only five refunds have been paid. **That refund covers just the weight-class overcharge — not the many other charges.**

THE POTENTIAL SCALE

$140 × 50,000 × 28 = $196 million

About $140 per affected tow × 50,000 annual tows × 28 years. **If the same $140 excess occurred on every tow, the total would be $196 million.** At 10% of tows, it would be $19.6 million.

WHY AN INDEPENDENT INVESTIGATION IS NEEDED

The City denied access to the records needed to measure the full scale. Busters has not supplied its detailed towing logs. VPD has not investigated. The City Auditor declined further review. How can 13 of 13 overcharges be called ‘rare’?

I believe the repeated Cat 3 billing points to a conspiracy to defraud the public. I am concerned VPD may be compromised, and the Auditor may have been pressured or bribed to block scrutiny.

Some final tow invoices run 3× the City’s posted towing fee. This ought to be taken seriously by Council, the Auditor and the VPD. They are all refusing to do anything about it, so **I will file a private prosecution myself if necessary.**

CITY CONTRACT §8.5: ORDER THE AUDIT NOW

The seven-year contract term ends January 31, 2027, with one-year extension options. Audit first, renew later. Preserve every invoice, VIN and towing log. Publish the independent audit findings. Refund all improper towing charges. Investigate any corruption or interference.

If an audit clears Busters, I will apologize. If it exposes fraud, repay the public and pursue prosecutions. **We must act now.**

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