

March 2010

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David Klein Carries the Olympic Torch for Woodlands Survivors

Klein Lyons founder David Klein was recently honoured by being chosen to carry the Olympic Torch on its way through Vancouver. He dedicated his run to the survivors of the infamous Woodlands School, and specifically to those who

have been excluded from the recent government settlement. Watch the video of [David's torch run](#) and [learn more](#) about the class action.



Grieving Over the Loss of Loved Ones – Getting the Support You Need

By Milton Kiang

For those of us who've lost loved ones through a fatal accident, personal injury, or someone else's negligence, there's an expectation that somehow, we'll be able to overcome the loss on our own.

Our inner voice tells us, "Hang in there, keep yourself busy, and you'll be okay."

Unfortunately, becoming "okay" isn't always the outcome.

Lynette Pollard-Elgert, executive director and therapist at Living Through Loss Counselling Society of BC, recalls a woman who came to her for counselling after retiring from nursing. The nurse didn't come to see Pollard-Elgert because she had retired, but because of the death of her husband 15 years earlier.

"She had kept herself so distracted and busy that she had not done any grief work at all," says Pollard-Elgert.

With the loss of her job, the retired nurse began to experience a resurrection of unresolved losses arising from her husband's death. "She had no support for the loss of her husband 15 years before, though her loss was just as fresh as if it had happened yesterday," says Pollard-Elgert.

Pollard-Elgert says North Americans pretty much live in a death-denying society, where we don't like to talk about death, where we want griever's to get back to normal within a few months.

"Most people are uncomfortable with people's sadness and we are almost all in a conspiracy to protect ourselves from other people's emotions, by not mentioning the death to the griever," says Pollard-Elgert. "The griever then goes internal and tries to deal with the pain themselves because they don't feel their friends and family want to talk about the death."

Although everyone is unique in the way they deal with death, Pollard-Elgert says that counselling may be required if a person has trouble dealing with feelings that arise from one's loss; this includes feelings of guilt, anger, sadness, or fear. Some may even experience memory loss, confusion, lack of motivation or restlessness.

Griever's seeking counselling should speak to their doctors about referrals to counselors and psychologists who offer bereavement support. For help in BC, people can contact the BC Bereavement Helpline www.bcbereavementhelpline.com or the Living Through Loss Counselling Society www.ltlc.bc.ca.

Pollard-Elgert cautions that people shouldn't expect a quick fix through counselling. "Grief is a process and it takes time to work through the pain," warns Pollard-Elgert.

Nonetheless, counselling gives the griever a chance to tell their story without judgment as well as an opportunity to learn about the grief process and develop and strengthen coping skills.

Like the retired nurse Pollard-Elgert counselled earlier, patients are taught to work through their unresolved losses and, hopefully, walk away with skills to handle future losses.

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Clean Transportation in Whistler, BC

By Barbara K. Adamski

Whistler, British Columbia, is now home to the world's largest hydrogen fuel cell bus fleet operating in a single location. The 20 fuel cell buses, which arrived in October 2009, started out as part of the BC Transit 135-vehicle fleet during the 2010 Olympic and Paralympic Games and will remain in the Resort Municipality of Whistler after the Games.

Environmentally friendly fuel cell vehicles (FCVs) do not emit harmful emissions through the tailpipe. In an FCV, hydrogen and oxygen are converted to electricity, which is harvested to a battery pack that runs the vehicle's electric generators and motors, explains Barry George of BC Transit in this [informative video](#). The fuel cell buses can drive for approximately 450 to 500 kilometres before the battery requires recharging, and run at more than double the efficiency of an internal combustion engine. Their top speed is 90 kilometres an hour.

The fuel cell vehicles have been instrumental in providing enhanced service to the Resort Municipality of Whistler, according to Joanna Morton of BC Transit, particularly on Saturday, February 20, when over 70,000 people used the Whistler Transit System to get to and from Olympic events, including many gold-medal events.

The \$89.5 million dollar project was funded by the Government of Canada, the Government of British Columbia, the Resort Municipality of Whistler, and the Canadian Hydrogen Fuel Cell Association. The buses are based at Whistler Transit Centre, a multi-million dollar station that houses the world's largest hydrogen fuelling station, as well as several maintenance bays, 36 sheltered stalls, a bio-filtration pond, and more.

The buses were built by Winnipeg's New Flyer Industries, contain fuel cells from Burnaby's Ballard Power Systems, use hydrogen storage technologies from Calgary's Dynetek Industries, and currently run on fuel supplied by Montreal's Air Liquide Canada. Joanna Morton of BC Transit says that they are working with their partners to develop a local source for the fuel. One possible supplier is the North Vancouver-based Hydrogen Technology & Energy Corporation (HTEC), which, since 2006, has been capturing small amounts of waste hydrogen from an electrochemical plant and developing distribution and end-use technologies for the fuel. This will provide a more eco-friendly source for the fleet. Regardless of where the fuel ultimately comes from, Whistler's hydrogen fuel cell buses provide a made-in-Canada solution to an environmental problem.

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Vioxx — Merck Frost Wants to Compensate Only Americans

By Doug Lennox

There is encouraging news for Canadians participating in our [Vioxx class action](#). Vioxx was a pain medication that was recalled from markets around the world in October 2004. The drug, manufactured by Merck and related companies, has been linked to an increased risk of cardiovascular injury. Merck agreed in 2008 to pay \$4.85 billion (USD) to compensate Americans who suffered heart attacks and strokes after taking the drug. Merck however, has so far refused to compensate persons in other countries who suffered similar injuries. It has been Merck's position that the American legal system is unique, and that it is not required to compensate injured persons in other countries. It has been our position that the drug was the same, wherever sold, and that the injuries are the same, wherever suffered. While legal systems may differ between countries, they are not so different as to excuse Merck's conduct.

Merck is now going to have rethink its position, given recent legal developments in Australia. A class action was brought there by Graeme Peterson, an Australian who suffered a heart attack after taking Vioxx. His case proceeded to trial over three months, and resulted in a plaintiff verdict on March 5, 2010. Mr. Justice Jessup of the Australian Federal Court found that Vioxx