

*Supply—Labour*

In summary, Mr. Chairman, we again want to emphasize the general desirability of the objectives, and we again want to urge the Minister that he reconsider the level of benefits, because this action will likely set a pattern for almost all of our trade adjustment figures in the years ahead. Unless the level is substantially increased you will engender hostility and lack of co-operation among the trade movement generally in Canada.

We would like to see some form of requirement placed in the legislation so that the companies will be obligated and required to make these contributions. We simply do not feel it is good enough to leave it on a purely voluntary basis and to trust in the social conscience of Ford, General Motors and Chrysler, because to my knowledge they have never displayed any great sense of social responsibility except at the urging of the trade union movement. Finally, we would hope that the Government would take some action to pass on the price savings that the companies are enjoying to the Canadian public.

**The Acting Chairman (Mr. Tardif):** Shall the resolution carry?

**Mr. Ricard:** Before the resolution carries, Mr. Chairman, the Minister was asked a direct question by the hon. Member for Ontario with regard to whether there was any possibility in the Minister's mind that this measure would apply at some time in the future to the textile industry and the steel industry. I wish to add to the industries mentioned by the hon. Member the rubber industry, the clothing industry and the shoe industry. I have been sent here by my people to look after their interests, and since there are quite a few companies in my riding of the types I have mentioned I should like to ask the Minister if he contemplates the possibility of extending the privileges of this measure to these other industries?

**Mr. MacEachen:** Mr. Chairman, may I make a few comments in reply to remarks made by hon. Members. First of all, there is no class of workers whose benefits under the TAB plan will be lower than under a SUB plan. The TAB benefits will generally be greater. In the case of workers in automobile parts plants who are not covered by SUB plans the total TAB benefit payment will be paid out of this fund to a maximum amount of close to \$75 per week at present. This is not a copy of the American plan. The purpose of my visit to Washington was to find out in fact what the American plan was and to exchange views

with the Secretary of Labour of the United States on our respective approaches to these plans.

We expect that the benefits will be paid by the Unemployment Insurance Commission. The TAB benefits will be retroactive to the beginning of any lay-off and there will not be a 30 day waiting period as suggested by the hon. Member for Ontario, but a waiting period of one week which he suggested is provided under SUB plans.

With respect to the points made by the hon. Member for Danforth, it is a fact that we are breaking new ground in establishing this plan in Canada. It is a very important new step. We are taking the lead in this direction. This is the first time it has ever been done. Our plan is as good as the United States plan and compares favourably with any such plan anywhere in the world. We have accepted the proposal of the United Automobile Workers that we develop an earnings related transitional benefit program. In addition, the duration of benefits will extend up to a year, and for workers in training an additional six months of TAB benefits will be provided so that the maximum will be a year and a half. We are also making available to the workers grants for relocation, as was announced in our mobility program. Any workers dislocated under this agreement will be eligible for the grants under our new mobility program.

We have accepted in great measure the proposals put forward by the United Automobile Workers and I venture to suggest that once this plan is fully understood by the automobile workers there will be much less resistance than was suggested by the hon. Member for Danforth, because we are putting forward in Canada a plan at least as good as that put forward in the United States and there is no indication that in that country the automobile workers or unions will oppose the plan. At least, they have not done so to this point. I venture to suggest that when this plan is fully understood and the built-in benefits for the workers are fully understood, support for the plan will increase.

**Mr. Scott:** Mr. Chairman, as the Minister knows the American plan is not settled yet and is still before various committees. I do not want to go into the figures because of that fact, but if it should turn out that the American plan provides higher benefits once their scheme is completed and the final figures are drawn, would the Minister be prepared to amend the Canadian legislation then, so they would conform?