

great reduction in accidents applies right across the country where the program is instituted, but it is only instituted in a fraction of the schools in Canada.

It is estimated that 85 per cent of motor vehicle accidents are caused by human error, 10 per cent by mechanical failure and 5 per cent by natural causes, weather, defective roads or whatever the case may be. I had the opportunity of speaking with a member from Vancouver today, who told me the experience in that city as a result of the safety check for motor vehicles that is mandatory. In Vancouver it is mandatory for each motor vehicle to be subjected to an inspection and safety test twice a year. Whereas the average across the country of automobile accidents due to mechanical failure is 10 per cent, because of the program in the city of Vancouver they have cut this figure to 1 per cent. This safety check program is rigidly enforced by the law in that city and the statistics prove conclusively that accident rates can be cut by proper maintenance of automobiles.

In the whole of Canada there are approximately 6,366,000 vehicles on the roads today. The alarming thing is that of this number, 5,200,000 are from three to nine years old. With regard to the 5 per cent of accidents caused by physical defects such as roads and so on, the Good Roads Association across Canada, together with the provincial Ministers of Transport, are inquiring into the problem. As I have mentioned already, 385,000 young Canadians will reach driving age this year, of whom only 6 per cent will receive standard driving training. In addition, Mr. Speaker, in Canada there are about 7,400,000 licensed drivers.

• (5:30 p.m.)

It is interesting to note that about one third of the licensed drivers in Canada are women. I am sure they will be glad to learn that men are involved in up to eight or nine times as many accidents as are the women. Of course, the men do much more difficult driving. Statistics do show that drivers who take a certified driver training course have 50 per cent fewer accidents and 81 per cent fewer traffic violations.

A great many people have been discussing what the role of the federal government should be in connection with this particular problem I should like to quote from part of the talk given by Mr. Keith H. MacDonald, general chairman of the Canadian Highway Safety Council, when he was speaking to

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the British Columbia Highway Safety Council in April, 1966. This is what he said about the federal government:

The federal government, for example, must supply leadership in the fight for safety. It must demonstrate that it is concerned about improving the traffic conditions. It must do something more than acknowledge the problem.

As our biggest employer, the federal government can set an example for employers across the country by adopting the kind of employee education programs some of our large corporations have found effective. At present it is far behind industry in this respect. Governments should lay down safety standards for the vehicles they operate and provide adequate training and improvement courses for their drivers.

Ottawa can make extremely valuable contributions toward safety education through the facilities of the C.B.C., radio and T.V., and the National Film Board. Constructive support for organized safety campaigns by these public information agencies will get the safety message to a wider audience. This is, after all, the avowed purpose of their existence—public service.

What has the federal government done in the United States? It is startling when you hear it. President Johnson has proposed increasing federal spending for traffic safety by \$700 million over the next six years. Under his program federal grants to the state would be increased, the Secretary of Commerce would be empowered to determine automotive safety performance criteria, and the federal government's highway safety research efforts would be expanded. The states would be expected to use their grant money for driver education and licensing, advanced traffic control techniques, vehicle inspection, the improvement of police and emergency medical services, and for other specific purposes.

So far as I have been able to ascertain, Mr. Speaker, the federal government contribution to the Canadian Highway Safety Council was \$25,000 last year. We have made a magnanimous effort and increased it to \$40,000 this year. The Minister of Industry (Mr. Drury) has instructed the Canadian Government Specifications Board to inquire into the problem. The problem is of tremendous magnitude.

One thing we must do in Canada is to adopt uniform traffic signals. We cannot be in a position, for example, where the province of Quebec is changing to the international system; where the United States is changing to the continental system, and where a province is changing to another system. The traffic laws of Ontario permit you to turn right on a red light. In most of the province