

● (2130)

In other words, it is the same thing as we found. We looked through several studies and we found that the only good study that had been done recently was done by a university in the United States. Its findings were exactly the same as those we found in other studies, namely, that only a very small percentage of the motor vehicle accidents in this country can be attributed to tire failure, and a still smaller percentage to actual defects in tire manufacture.

I think it was Senator van Roggen speaking in the other place who said that, when we get down to it, only an infinitesimal fraction of one per cent of motor vehicle accidents are likely to be affected one way or the other by whether or not the recall system is in effect. I cannot understand why the other place did not propose an amendment. They have had the bill twice, and I would have thought they could have suggested that we take the inspection feature out of the bill. I think that if it were taken out of the bill it would be a great improvement because we have no objections to the standards that are being established; we think they are good and we think they should be adopted in this country. As a matter of fact I am amazed that we got away with not having them for so long since we export so many of our vehicles to the United States and they have had legislation in place for a number of years. This inspection feature in the legislation puts a different complexion on the bill, in my view.

**Mr. Mazankowski:** Send it back to the Senate.

**Mr. Kempling:** Something in the order of 20 million to 21 million tires are sold annually in Canada. These tires are handled by large tire dealers, factory branches, gasoline stations, and stores and garages of all types across the country. These small businessmen do not necessarily have the facilities for keeping records. It frightens me when I read the penalties that will be imposed on a small service station operator who does not keep the proper records. It frightens me to see this type of bureaucracy running down the back of the small businessman. I did not think there were that many unemployed Liberals in the country or that they would want to set up this type of bureaucracy. There must be more than I realize. I find the penalties that are in here for failure to keep records horrendous. I cannot understand why, when this bill was drafted, the department saw fit to attach this inspection feature to the bill. It is a poor piece of legislation.

The regulations are another part of the bill that concern me. The governor in council can change the regulations, can add to them. To start with, I would like to see the regulations in the bill. It is a little unfair to pass legislation such as this and then say that the governor in council will attach regulations at a later date. It is almost as if parliament were giving its blessing to the regulations. The way I read the bill, if they so desire, at a later date they can add provisions on used tires or recapped tires, although the legislation does not call for that. The way the regulations are written, the governor in council can change them more or less at will. I think this is putting too much power into the hands of a group of bureaucrats who will drive the small people in the tire business right up the wall.

### *Tire Safety Act*

The Canadian Rubber Association is very much in favour of this legislation. They came to Ottawa and spoke with the minister's officials in the motor vehicle safety branch, and they agreed with this legislation until they saw the feature regarding inspectors checking the 50 million or 60 million transactions taking place in the course of a year. Then they said that they would support the bill so far as the standards are concerned but they want nothing to do with the inspection. That is the sentiment they expressed.

The Canadian Standards Association has said more or less the same thing. They cannot see the sense in the inspection provisions. The rubber dealers across the country, at least the ones to whom I have spoken, are up in arms. I recommended that they all write to their members of parliament and put a little pressure on it that way, because I think this is the only way we can get people on the other side to listen to some of the concerns of the people who are not happy with this type of legislation.

We have checked the safety standards in every province in the country in the course of the research we did, and we have found that the percentage of accidents that can be traced to faulty tires across the country varies from .5 per cent to 2 per cent. So we have an average of 1 per cent across the country of accidents that can be traced to defects in tires.

It seems to me that we are putting in place an unnecessary piece of legislation which will add to government costs. The car manufacturers estimate that it will cost about 60 cents a tire to record the names. They are quite prepared to do this, but it will add \$4 million to the consumers' price for tires.

What the bureaucracy will cost, what the inspectors will add to the taxpayers' already too heavy bill, is something we do not know. We estimate it will cost several hundreds of millions of dollars by the time it is all put in place.

Therefore I say that our position on the bill is that we agree with the standards but we do not agree with the inspection system which the government wants to establish. We think it is wrong and we oppose it. Several members in our party are prepared to speak on this matter.

**Mr. Don Mazankowski (Vegreville):** Madam Speaker, I thought the hon. member for Winnipeg North Centre (Mr. Knowles) was going to speak. I saw him rise. I would certainly relinquish my place if he intended to speak at this time.

**Mr. Baldwin:** He only allows himself three speeches a night.

**Mr. Knowles (Winnipeg North Centre):** Madam Speaker, I reserve my place. I shall speak later.

**Mr. Mazankowski:** Madam Speaker, I want to join my colleague who has just spoken on this piece of legislation, and say at the outset that I think it is one of the silliest and most ridiculous pieces of legislation that we have ever had introduced in the House. I think it is irresponsible.