

*Motor Vehicle Safety*

Then I go to proposed section 9.1(4) which reads as follows:

(4) Where a manufacturer or importer applies for an exemption under paragraph (1)(a), an exemption shall not be granted if

(a) the world production of motor vehicles by the manufacturer exceeds ten thousand motor vehicles per year; or

(b) the total number of motor vehicles manufactured for or imported into the Canadian market by the manufacturer or importer exceeds one thousand motor vehicles per year.

The hon. member for Vegreville was concerned about this discrepancy and perhaps the minister could help us with this.

**Mr. Lang:** The problem is that in certain cases it may be desirable to allow vehicles into Canada without meeting all the standards in order that various tests and experiments can take place. This is certainly not intended as a wide application but rather to deal with special cases.

**Mr. Grafftey:** Mr. Chairman, I may have some misconceptions concerning Clause 4 and I am sure the minister can clear them up. I have often been concerned about the problem of imports, especially of small cars. It seems impossible for any of them even to begin measuring up to our safety and performance standards. I have some very strong personal notions about this. We know for example that a person in a small car that gets hit by a large car is more apt to be injured or killed.

What kind of discretion does the minister intend to be given here? I hope there will not be blanket permission to import motor vehicles that, because of design features, cannot meet the standards of north American vehicles. First, I have always said that the size and design of North American motor vehicles suits our roads. Second, I am concerned in case we should harm the North American industry. I want to see adequate safety standards maintained on our highways. What kind of discretion would this clause give the minister? I am thinking of discretion relating to the importation of foreign manufactured motor vehicles which do not meet the performance and safety standards of domestically produced motor vehicles.

● (1550)

**Mr. Lang:** Mr. Chairman, the clause is drafted in such a way as to show the narrow spirit in which it is to be interpreted. The minister and the department were concerned about the exemption, since without adequate limitations there might be an undue number of requests coming forward under the section. I suggest that the limitation in terms of the time period, the need for assurance that good faith has been shown in attempts to meet standards where they may not have been applicable, and the fact that proposed subsection (5) imposes a limit with respect to 1,000 units of a particular model, means that this clause cannot be used successfully for the ordinary introduction of a commercial vehicle in the ordinary way.

**Mr. Grafftey:** Mr. Chairman, I understand, therefore, that the minister does not visualize any discretionary powers under this clause which would allow the wholesale importation to Canada of cars which do not meet the performance and safety standards of domestically manufactured vehicles.

[Mr. Towers.]

**Mr. Lang:** That is correct, Mr. Chairman. The clause really has to do with the exceptional case.

**Mr. Daudlin:** Mr. Chairman, may I ask the minister this question—it is somewhat similar to the question raised by the hon. member for Brome-Missisquoi. Will this provision allow for the importation of non-North American manufactured cars incorporating safety devices different from those found on domestic vehicles? For example, some foreign units are easily crushed, whereas domestic cars are equipped with bumpers designed to withstand impacts at speeds up to five miles per hour. Will this provision allow foreign companies which have incorporated, shall we say, novel safety features in their design to demonstrate their vehicles in the Canadian market? I ask this since the safety concepts of foreign manufacturers are as valid as those of North American manufacturers. Will those vehicles be allowed entry to this country?

**Mr. Lang:** Mr. Chairman, perhaps such vehicles could be brought in for testing and demonstration under Canadian conditions, but the clause is not intended to allow other types of safety standards. If we are persuaded other types of safety features are adequate, the regulations applying to Canadian, North American and foreign imports will need to be broadened to allow for that alternative safety feature. I think that would be the orderly approach.

**The Assistant Deputy Chairman:** Shall clause 4 carry?

**Some hon. Members:** Agreed.

Clause 4 agreed to.

Clauses 5 and 6 agreed to.

Title agreed to.

Bill reported.

**The Acting Speaker (Mr. Ethier):** When shall the bill be read the third time?

**Mr. Knowles (Winnipeg North Centre):** By leave, now.

**Mr. Lang** moved that the bill be read the third time and do pass.

Motion agreed to and bill read the third time and passed.

**Mr. Lang:** Mr. Speaker, I rise on a point of order. I think there is a general disposition to call it four o'clock.

**Some hon. Members:** Agreed.

**The Acting Speaker (Mr. Ethier):** Order, please. It being four o'clock the House will now proceed to the consideration of private members' business as listed on today's order paper, namely, public bills, notices of motions, and private bills.