

ment regarding defective brakes as we heard about in the Volkswagen Rabbit case, faulty transmissions, and so on.

In the meantime, I should like to know what advice the government can give to the great number of concerned Ford drivers in Canada until the government makes up its mind what to do about recalling these vehicles. Is any kind of an information kit being issued, for example, in conjunction with the Department of Consumer and Corporate Affairs?

Mr. Pepin: Madam Speaker, I am interested in the subject, obviously and passionately. I shall have a kit developed myself and I shall send a copy to the hon. member. Communiqués to that effect come across my desk regularly. This was the case in the Volkswagen brake incident. I will package something and send a copy to my hon. friend.

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ENERGY

DEVELOPMENT OF OIL SANDS PLANTS IN ALBERTA—OIL PRICING AGREEMENT

Mr. Jack Shields (Athabasca): Madam Speaker, my question is for the Minister of Energy, Mines and Resources. In reply to my question yesterday about a possible one-year delay in construction of the two massive oil sands plants in north-eastern Alberta because of lack of an oil pricing agreement, the minister said:

We are not the ones preventing those plants from proceeding. I am afraid the hon. member has the wrong information.

I would suggest that perhaps the hon. minister has the wrong information. Is it not true that the companies developing those massive oil sands plants must have a firm agreement on pricing before they can proceed, and that they do not have that from the federal government at the present time?

Hon. Marc Lalonde (Minister of Energy, Mines and Resources): Madam Speaker, the hon. member should know that there is a firm pricing agreement. This is going to expire July 1, but there has been one in operation for the last few years. As recently as two weeks ago Alberta Gas Trunk Line and Petro-Canada announced an intention to build a third oil sands plant without waiting for a firm oil pricing agreement. They decided they wanted to proceed. They have confidence in this government, and the government of Alberta, that we will provide ample funds for them to have a financially viable operation. This is the view of both governments and it is shared by the entrepreneurs concerned.

They need, and are waiting for, formal authorization from the government of Alberta and from the various boards and agencies of that government. Various fiscal incentives have been asked for from this government over the years, and they have been granted. What is lacking at the present time is the form of authorization from the government of Alberta. The hon. member knows that that kind of answer has not been forthcoming in the last year from the government of Alberta, not from this government.

Oral Questions

Mr. Shields: Madam Speaker, will the Minister of Energy, Mines and Resources stand in this House and say that he has a firm agreement with Alsands on pricing, and that he has a firm agreement with Imperial Oil on pricing? Will he stand in this House and say "We have signed and we have a firm pricing agreement"? He should know that is not true, and that \$12 billion in investment is ready to be put in place.

Some hon. Members: Question.

Mr. Shields: I will leave that one, Madam Speaker.

Mr. Lalonde: Madam Speaker, obviously the hon. member is more interested in making a speech than asking a question.

Mr. Andre: You invoked *force majeure*.

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TRANSPORT

DEFECTIVE AUTOMATIC TRANSMISSIONS IN FORD MOTOR VEHICLES—COMPENSATION FOR PERSONS INJURED

Mr. Lorne Nystrom (Yorkton-Melville): Madam Speaker, my question is supplementary to the one asked about the failure to recall Ford cars since there have been four deaths in this country, 41 injuries and, I believe, nearly 300 accidents. If I heard the minister correctly in the House today and through the media yesterday he said that his department has some power to do something.

As his department has known about the problems for a few years, and since it has some power, does the minister not agree that the government has some responsibility to compensate people who have been injured as a result of these accidents, and some responsibility for the people who have died as a result of them, at least equal responsibility with the Ford Motor Company which manufactures the cars in our country?

● (1140)

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, I would emphasize that the safety authorities in the United States have reached what is called a "tentative finding." This tentative finding must now go through the process of public hearing. In other words, up to now the possibility of the fault has been studied in both Canada and the United States but there is no conclusive evidence. Ford still disagrees with the tentative finding made in the United States.

In this case, in a number of occurrences, it is claimed that an accident can be imputed to slippage of the transmission, but there is no proof that this is so. The figures have been added up and they indicate that there is the possibility of such a fault. But, I repeat, it is not a proven fact.

LEGAL OPINION ON RESPONSIBILITY OF GOVERNMENT FOR COMPENSATION

Mr. Lorne Nystrom (Yorkton-Melville): Madam Speaker, my supplementary question is directed to the Minister of