

I would like to enumerate some conditions that should be attached to such a recommendation in the motion.

[*Translation*]

First, as I said earlier, we in the Liberal Party believe that this proposal is valid since studies clearly show it would have a positive impact on the number of road accidents.

However, we believe that implementing such a measure could cost thousands of dollars to Canadian drivers because it would inevitably overload the electric system of motor vehicles. We believe that any measure introduced for the purpose suggested by the Hon. Member for Crowfoot (Mr. Malone) should take into account the problems of implementation. Obviously, Mr. Speaker, a headlight system designed to stay on only 10 per cent of the time is not a complete and proper system. Car manufacturers should therefore develop a different system which would enable all Canadian cars to be equipped with permanently turned on headlights. Otherwise, consumers could find the maintenance costs for their headlights rather expensive.

[*English*]

I am sure that for garage or automotive parts manufacturers such an initiative, if it is implemented without proper preparation by the automakers themselves, could become a very lucrative market. I would not want the consumer to pay unnecessary costs just to make such a motion valid.

[*Translation*]

I think that there are other costs which Canadian motorists would have to assume and I suggest that the Government should carry out an in-depth study of this matter before going ahead. Of course, we are talking about the additional cost resulting from the installation on a car already built of the necessary special equipment, as well as the cost resulting from its installation on an imported vehicle, not to mention those resulting from the changes to be made to the assembly line.

Those of us who are following more or less closely the evolution of car design all know that an increasing number of cars are provided with so-called pop up headlights. The purpose of this design is to enhance cars not only esthetically, but to make them more streamlined.

One can easily imagine that this design would lose a great deal of its streamlining effect under a legislation such as that proposed this afternoon by the Hon. Member for Crowfoot. These cars would have to run all day long with their headlights popped-up, which would certainly result in increased gas consumption.

Another potentially dangerous aspect of the legislation introduced by the Hon. Member is its impact on the auto pact.

What would be the consequences of a legislation which, not being reciprocated by the American Government, would *de facto* create a non tariff barrier on the North American car market. In fact, a car built in the United States and meeting U.S. standards could not be driven in Canada without first undergoing some expensive changes.

Automatic Headlight System

Finally, Mr. Speaker, I want to emphasize that notwithstanding the few reservations I have just mentioned, we in the Liberal Party support the spirit of the motion moved by the Member for Crowfoot. We certainly believe that the implementation of such a measure would have quite a positive impact by reducing the number of car accidents on the highway, thereby increasing highway security.

If such a measure could only spare one life, the Hon. Member for Crowfoot should be commended for his initiative. I conclude by saying that the Government should take the necessary steps as soon as possible and call upon all car manufacturers to incorporate such equipment in the design of their cars without any additional cost being passed on to Canadian consumers.

• (1720)

[*English*]

Mr. David Orlikow (Winnipeg North): Mr. Speaker, I rise to support this motion although it does seem to us that the announcement made by the Minister of Transport (Mr. Crosbie) for a daytime running light system effective December 1, 1989, may make much of this proposal superfluous. The Minister has proposed that all vehicles manufactured in or imported into Canada must be fitted with a daytime running light system as of December 1, 1989, and as of September, 1988, any new vehicle manufactured with a daytime running light system must meet technical specifications under federal regulation. The Minister goes on to specify these regulations.

I can support this motion because of the toll taken by automobile accidents and the tremendous pain, suffering and cost flowing from them. More than 4,000 men, women and children died in highway traffic accidents in Canada in 1985, and it is expected that the 1986 count will not be much different. As well as the 4,000 people who died as a result of highway accidents, there were tens of thousands of people who were involved in traffic accidents which did not result in death but did result in injuries, many of which were of a permanent nature and as a result of which there were tremendous ill effects on the health and well-being of the victims, high hospital costs, lost income and effects on family members of those who were injured.

I would like to take a moment to remind the Hon. Member for Crowfoot (Mr. Malone) that the Governments of Sweden, Norway and Finland, which are far ahead of us in doing the kind of thing the Hon. Member for Crowfoot has suggested, have been for many years social democratic Governments. We socialists can sometimes do the right thing.

Only in Saskatchewan does there exist a voluntary system such as the one the Hon. Member is advocating. The only complaint about what is done in Saskatchewan is that the use of night lights can dazzle some drivers. Some feel that a retrofit for pre-1989-built cars should be made available so