

*Tire Safety Act*

take serious exception to the setting up of a bureaucracy to inspect tires at the retail level.

I should like to give a little background and history of this whole matter of tires and tire standards, going back to long before 1970. As a matter of fact it was in the fall of 1966 that the committee on automobile tire standards of the Canadian Standards Association was formed. With the co-operation and the consent of the tire manufacturers, that committee over a period of time developed standards. The Canadian Rubber Association in fact commended those standards to the ministry of transport and asked that they be enacted into legislation. Up to that point this bill had the complete support of the Canadian Standards Association, the Canadian Rubber Association, and in fact all the tire manufacturers in Canada, and by and large the importers. They felt this was a good piece of legislation.

However, for some strange reason the people in the motor vehicle safety branch saw fit to attach Part II to this bill which would set up a series of inspectors. It all sounds nice and flowery to hear that we will have the inspectors going around looking after the interests of consumers, but let me tell you that this will mean an inspector will need to go into every service station and every retail store in this country. Inspectors will have to check the records in respect of all tires sold.

I do not believe I have ever seen a piece of legislation which contains so much danger in respect of building another bureaucracy. I can almost imagine a little regional tire inspector reporting to an area tire inspector, who will report to a provincial tire inspector, who finally will report to Ottawa.

What has been the experience in the United States? The United States passed this type of legislation 20 or 30 years ago. The experience there showed that only about 25 per cent to 30 per cent of the retail tires sold by dealers actually were recorded. When one realizes that there are between 50 million and 60 million tire transactions in this country one can realize the amount of paper work that will be set into motion.

Every little gas station operator from St. John's, Newfoundland, to Vancouver, and every little retail tire dealer across the country will have to set up records in respect of the serial numbers of the tires, to whom they were sold, and so on. This is absolute nonsense. The tire manufacturers are quite prepared to keep the records on a computer. They recommend that when a tire is sold a card be attached to the tire. The consumer's name and the serial number of the tire would then be recorded. This information would be mailed to the company and would be recorded on the computer. If a recall should be necessary they would make the contact. Just imagine the number of little gas station operators who would go broke. Where is the responsibility for the records? We might look at the bankruptcy proceedings in this country involving gas stations and garages.

**Mr. Blackburn:** That was because of the multinational oil companies.

**Mr. Kempling:** You have had your say about the multinationals, Derek. You may get up and make a speech if you wish to, but if you do not, then keep quiet.

[Mr. Kempling.]

**The Acting Speaker (Mrs. Morin):** I would remind the hon. member that he should address his remarks to the Chair.

**Mr. Kempling:** I apologize, Madam Speaker. When we examine what happened across the border we find that they are spending something in the order of \$250 million to try to convince the consumers that they should use the recording system. In other words, the system has failed. Why is it that we should enact something that has failed in the United States?

I find no fault with the tire standards. I believe they are great and that we should have them. I also believe that imported tires should be built to our standards. However, when we look at the record of accidents we find that less than 1 per cent of motor vehicle accidents are attributable to tire failures. Then we find that this 1 per cent involves such things as bald tires, non-matched tires, or tires that are placed on the wrong rims. The percentage attributable to defects in tires is .009.

We might look at the manufacture of tires and the lead time involved. If a tire manufacturer manufactures a tire in June it finds its place in the market in November. In the intervening period the tires are tested in batch lots. If there should be defective tires they are pulled back from the manufacturer's warehouse.

Let us take a look at the record of tire failures at the manufacturing level. Firestone Rubber Company had one failure in 53 years. That was because someone mismatched or improperly mounted a tire on a motor vehicle. As a matter of fact it was put on backwards. Firestone Rubber Company thought it was best to recall those tires. There was nothing wrong with them; there was no defect. However, they recalled them and they were scrapped.

I should like to hear some justification for the setting up of a group of bureaucratic inspectors who will traipse across the country and cause many headaches and heartaches for the small businessmen. I do not agree with this situation and I know others in this House have the same opinion. We have a number of speakers in this party who are prepared to speak on this bill for a long time. If it should go to the committee we are prepared to speak on it for a long time at that stage. We will want to have witnesses appear before the committee. We will want the tire industry to be represented. We will want the Canadian Tire Standards people to be there. I can assure you, Madam Speaker, we will give this bill a good going over.

We might consider some of the evidence that was given before the committee of the other place. A witness, a Mr. Farmer from the Canadian Standards Association, when he appeared before the committee on March 28, 1974, said this:

There are few good statistics available, but from studies done the indication is that the number of traffic accidents caused by tire failure is quite low, being less than 1 per cent. But the startling fact is that most of the basic causes of failure are not related to flaws in the original manufacture but are related to misapplication of tires or lack of maintenance—for example, people running their vehicles with bald tires or tires which are under-inflated or overloaded, and so on. That is a feature which will not be covered by this bill, and I do not think it can be covered under federal regulation.