

*Tire Safety Act*

the time of the last debate. Unfortunately, he cannot be there today.

**Mr. Dan McKenzie (Winnipeg South Centre):** Mr. Speaker, there was considerable concern over Bill S-8 with regard to the government wanting to have extensive records kept of tires being sold. However, the government has since changed its mind with regard to having this extensive recording system. It is indicated in a letter to the official opposition from the Parliamentary Secretary to the Minister of Transport (Mr. Goodale) that this section will be removed. Similar legislation was passed in the United States in 1966. Studies show that the record system was only 25 per cent to 35 per cent effective. There is a move on foot in the U.S. to abandon this scheme and simply require the tire consumer to fill in the details of the purchase on a card supplied by the dealer and mail it to the tire manufacturer or importer. I understand the government will be introducing a similar scheme for Canada.

In order to allay any fears with regard to tire safety, I wish to point out that Bill S-8 follows essentially the same outline as its predecessor, the Motor Vehicle Safety Act, in its methods for instituting a single, unified set of government-regulated standards for motor vehicle tires. Out of the 20 million tires sold annually in Canada, six million are covered as original equipment of new motor vehicles by the regulations of the Motor Vehicle Safety Act. The remaining 14 million, however, are not covered by this legislation and may be manufactured and sold without having to conform to any federal set of standards.

There is a recall system. The establishment of a government-regulated recall system based on so comprehensive a set of records would cause much concern among tire manufacturers and distributors who see it as an unnecessary and extreme measure not worth the trouble and expense of its implementation. Between 50 million and 60 million transactions are involved in tire sales each year and it will be very costly for the manufacturer if he is held responsible for tracing each one. The expense of the proposed system would be reflected in an estimated 30 cents to 60 cents increase in the price per tire or a total of over \$4 million annually to the consumer.

It is the opinion of the tire manufacturers that there are not enough incidents of recall or occurrences of defective tires leaking into the market to justify the cost and paperwork of the proposed record system when they already have efficient recall systems in effect. Tire companies, by the necessity of maintaining quality control, devote a large amount of time and capital to research and testing, along with recall systems which although rarely used are as effective as any possible. Therefore, there is an excellent system now working in Canada.

Canadian manufacturers have had to initiate very few recalls. Firestone of Canada, for example, has had to recall a series of tires that had reached the customer only once during their 53 years as a company, and this was because there was a possibility that they had not been properly installed on new 1973 Ford Mavericks. Because the cars themselves were registered, there was little difficulty in contacting the owners of these tires and the notification campaign was considered to be 100 per cent effective. Goodyear of Canada has had occasion to recall only one

series of tires in the past five years on account of a very minor defect.

In conclusion, if the bill passed in its original form it would serve as a precedent for government meddling in the affairs of private industry on the pretext of acting for the public safety.

● (1520)

**Mr. Knowles (Winnipeg North Centre):** On a point of order, Mr. Speaker, is not the bill in the minister's name, and would he not be closing the debate if he speaks?

**Mr. Deputy Speaker:** The motion I have before me is in the name of Mr. Sharp, so the minister is speaking for the first time.

**Mr. Lang:** Yes, Mr. Speaker, the debate was opened by the Parliamentary Secretary to the Minister of Transport (Mr. Goodale). I shall not devote time to stressing the clear objective of safety which is the purpose of this bill. The need for action in this regard was emphasized in the course of a coroner's inquest into an accident in Ontario during last summer, on June 27, at Cornwall. One of the recommendations made by the coroner was that tire manufacturers, in conjunction with the Department of Transport, should adopt more stringent testing procedures and that these tests should be enforced. This is what we are attempting to do as we apply safety standards to replacement tires as well as new tires.

I would simply confirm the comments made by the hon. member who has just resumed his seat. It has never been our view that an unnecessary burden should be imposed on those engaged in the manufacture or sale of tires, nor has it been our intention to incur unnecessary expense in the form of engaging extra inspectors to act on behalf of the government.

My parliamentary secretary, the hon. member for Assiniboia, has written to the hon. member for Halton-Wentworth (Mr. Kempling) confirming that it would be our intention, in the course of the consideration of this bill in committee, to look favourable on amendments which would change the recording procedure so that a card procedure could be used on the basis of the purchaser having the burden of returning the card, rather than imposing an elaborate record keeping system on the seller. In addition, we would propose an amendment which would designate inspectors under the Motor Vehicle Safety Act as inspectors under the Motor Vehicle Tire Safety Act as well, thus avoiding duplication of inspection services.

With these changes, I commend the bill to hon. members and trust it may go speedily to committee for further consideration there clause by clause.

**Mr. Heward Grafftey (Brome-Missisquoi):** Mr. Speaker, I should like to take this opportunity to commend the government for this general move. Let me say simply that the many coroner's reports I have read over the last 15 years point directly, and sometimes indirectly, to the fact that overloading of tires and tire defects are the cause of many highway deaths and injuries.