

*Automatic Headlight System***PRIVATE MEMBERS' BUSINESS--MOTIONS**

[English]

**MOTOR VEHICLES****SUGGESTED REQUIREMENT FOR AUTOMATIC HEADLIGHT SYSTEM****Mr. Arnold Malone (Crowfoot) moved:**

That, in the opinion of this House, the government should consider the advisability of introducing a measure which would require that all motor vehicles manufactured and sold in Canada or imported into Canada be equipped with an automatic system which would cause headlights to be turned on whenever the motor vehicle is in operation.

He said: Mr. Speaker, the use of daytime running lights is intended to increase the visibility of vehicles so that they can be seen before collisions occur with another vehicle or with pedestrians. Protection is facilitated by the increase in contrast between a vehicle and its background. The use of daytime running lights is effective in increasing vehicle visibility both at night and in the daytime regardless of the background and environmental conditions.

This initiative would be the most important safety feature since the introduction of the wheel brake. It has been demonstrated to result in less accidents than any other safety advance in the automotive industry.

Nearly 45 per cent of all road accidents occur because of recognition errors, including both perception and comprehension. The lack of vehicle visibility is the major cause.

We have evidence before us to establish clearly and factually that daytime running lights in the use of automobiles is a safety factor which brings very positive results. In Sweden, the use of headlights at any time has been compulsory since 1977. It is estimated that there is a 95 per cent participation rate in that country. Multiple daylight accidents have decreased in urban Sweden by 20 per cent and in rural areas by 17 per cent. Summer accidents where the days are longer have decreased in urban areas of Sweden by 12 per cent.

In Finland, the use of daytime running lights inside built up areas in the winter has been compulsory since 1972. The participation level is high, and daytime multiple accidents have decreased by 32 per cent since 1974.

Greyhound Bus Lines in North America conducted a test project which involved 100 per cent participation in the use of daytime running lights. It was observed that daylight collisions decreased by 24 per cent in Canada and by 12 per cent in the United States.

American Telephone and Telegraph also conducted a test project. The drivers of its vehicles across the United States were asked to have their headlights on at all times, both daytime and at night. In the first six months multiple daylight accidents decreased by 32 per cent. After two years of the experiment it was noted that the accident rate had decreased by 45 per cent.

**Mr. Gagliano:** Definitely, the first cost that a small business will incur is that it has to send \$15,000 to the Government 15 days earlier than it is presently doing. Therefore, it will incur operating expenses. Today the majority of businesses operate with an open credit margin, and automatically there will be the interest expense every 15 days that it presently does not incur because the money is submitted once a month. Cash flow will be affected, and there will be an interest expense.

Second, submitting the money every two weeks will double the bookkeeping or accounting expense because it will be twice a month that the accountant has to balance the payroll book. The accountant cannot just write a cheque and say, "Here is so much for federal income tax, and so much for UIC". The payroll has to be balanced and the employer contribution has to be calculated. Therefore, with the accelerated deduction at source created by the Minister of Finance, it doubles the paper work for a small construction business with 20 employees.

As I previously said in my speech, that calculation was done for the Province of Quebec. If the same calculation is applied to other provinces where the number of employees may be 15 instead of 20, the federal Government collects Canada Pension Plan and provincial income tax. The new Wilson rule is based on the total remittance by the year, and not what is in the remittance. In provinces other than Quebec, a small business has to be small, in other words, instead of 20 employees, it may have 15 employees.

**Mr. Henderson:** I wish to comment not only on this Budget and the Hon. Member's views, but on the previous Budgets introduced by the Government since 1984. As a Member of Parliament from Atlantic Canada, I find that regional disparities are becoming greater. While there certainly is a turn in the economy, it is concentrated in Ontario, mostly in Toronto and southern Ontario.

At the meeting of the House of Commons Standing Committee on Finance and Economic Affairs the Minister of Finance (Mr. Wilson) said that western Canadians are prisoners of the international economic forces and there is not much that the federal Government can do about it immediately. That quotation appeared in the Thursday, March 5, 1987 edition of *The Ottawa Citizen*. He has certainly recognized the problem of disparities, as was indicated in the news release, but there was nothing in the Budget which attempted in any way to relieve the situation.

● (1700)

Over the last two years to three years we have seen the progression of even a greater gap between have and have not areas. I wonder whether the Hon. Member would comment on that.

**Mr. Deputy Speaker:** I regret that there will not be time.

It being five o'clock the House will now proceed to consideration of Private Members' Business as listed on today's Order Paper.