

Hazardous Substances

ago, it can be removed by the process of sanding. In this manner, children can be contaminated, and also grown-ups, particularly those engaged in sanding operations.

There is an excellent book by Barbara Wallace and Kathy Cooper entitled *The Citizen's Guide to Lead*. This book has inspired this motion, and I am drawing most of the information related to this motion from it. In that book, Mr. Speaker, you will find advice to protect your constituents and the consumers in your Niagara area from lead in dust resulting from home renovations, and also from the potential danger of children getting in touch with the paint which coats toys.

Some people may wish to know how to identify paint that contains a high level of lead in their homes. There is a method to establish if lead is present in paint. When a 10 per cent solution of sodium sulfide is applied to paint that contains lead, the paint turns black. That would be an indication that the paint has a high content of lead. One may decide to remove it. In that case, it is recommended that one be very cautious and wear a mask, cover-alls, and other protective clothing while engaging in the operation of removing the paint.

● (1710)

It is important—and I would like to use the few minutes available to me—to indicate that lead is not only present in paint, which is the main thrust and purpose of my motion. The Royal Society of Canada conducted a study which was made public in September of last year. It analysed or broke down the sources of lead in the environment and attributed to lead in paint and lead solder on cans some 10 per cent of the total. It also attributed some 63 per cent of lead present in the environment to the burning of leaded gasoline in cars.

Lead in gasoline is now being gradually reduced in Canada to a level which will be comparable to the level that now exists in the United States, but only by January 1, 1993. In other words, between now and the end of 1992 we will still have levels of lead in gasoline which are particularly high and harmful to human health. Therefore, it is a process of lead reduction which leaves much to be desired and ought to be accelerated if we start from the premise that lead in the environment is not healthy.

I refer in my motion to lead in paints, but I cannot overlook the importance of reducing over the shortest possible time the presence of lead from the usage of that type of gasoline so as to improve the quality of the environment, particularly from the point of view of children. It has been established that the health of children is particularly affected by the presence of lead in the environment and in the pollution caused by automotive traffic.

One of the reasons given for the fact that children are particularly affected is their size and height which brings them much closer to the level of emission pipes of cars, trucks and the like. Therefore, they are closer to that level than adults and, because of the fact that they are also very young and their physical make-up is more sensitive, they are the ones who

suffer in a more visible manner from the impact and consequences of lead in the environment.

This is one of the main reasons for hearing quite frequently urgings not to let cars which burn leaded gasoline idle for hours and hours in cold weather and not to leave, as a good health guideline, any engine running unless it is absolutely necessary. Even if an automobile is burning leaded gasoline which contains a reduced quantity of lead, it is still a type of combustion which affects human health.

I believe that the practice of misfueling ought to be raised in the minute or two still available. Certain car engines have been manufactured to use only unleaded gasoline, which unfortunately costs more than leaded, despite urgings from those of us in the Opposition for the Government to change the tax structure so as to bring the prices of the two gasolines in line and possibly have an eventual tax structure which would make unleaded gasoline less expensive than leaded. Unfortunately the fact remains that some consumers have tended to misfuel, namely, to use leaded gasoline in their cars instead of unleaded. In the process they have ruined the catalytic converters in their engines, which was rather foolish. However, in the process they have also misused the trust placed in them as consumers, namely, the trust that when one buys a car which runs on unleaded gasoline one is supposed to purchase unleaded gasoline, not leaded gasoline as some tend to do.

This is one of the reasons that we find that recent models of cars which run on unleaded gasoline can only be filled with a type of nozzle that is narrow enough to fit into the gas tank opening.

I have made reference, stretching the rules of relevance, however, to unleaded and leaded gasoline because the Royal Society of Canada pointed out that the consumption of leaded gasoline represented a very large percentage of the lead which affects the quality of the environment.

Returning to the purpose of my motion, I conclude by urging the Government, in particular the Minister of National Health and Welfare whose presence I welcome tonight, to address the question of the content of lead in paint and to urge and promote the adoption in regulations of a level which would be one-tenth the present level permitted and would bring the level of permitted lead to .06 per cent. This has been on stream, as a result of an EPA initiative adopted in the United States, since the late 1970s or early 1980s.

In the end it protects the health of infants and children. It improves the protection afforded to young consumers in their early stages when they use items which are available on the market that may at times even be marked as safe but are not as safe as they should be, because the content of lead used in the coating may be 10 times as high as that used in other jurisdictions.

Mrs. Lise Bourgault (Argenteuil—Papineau): Madam Speaker, I am pleased to respond to the motion presented by