

*Private Members' Business*

importing, and in the process produce jobs to save communities and give many Canadians a future.

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We have to look especially at some of our key industries in the higher technology areas. We have to use models which have already been used in this country. We have to look at some of the things which were attempted in the early part of the 1980s in the automotive sector. For instance, in 1983 a report was produced entitled "An Automotive Strategy for Canada" which came from a federal task force established to look at the problems of the automotive industry. It was a task force which was co-chaired by the president of the Automotive Parts Manufacturers' Association, somebody from the employer's side in short, and by Bob White, the then director for Canada, now president of the Canadian Autoworkers. It included as members the president of Chrysler Canada, the president of General Motors of Canada, the director of research for the Canadian Autoworkers Association, and the vice-president of planning for Magna International. Therefore, it included a number of parts producers, a number of vehicle manufacturers and some trade union input.

We can look as well at the 1986 report when this government itself saw fit to establish a task force. This was an even more widely-based task force which was co-chaired by the president of American Motors, by the president of the Automotive Parts Producers and by the president of the Canadian Autoworkers. It included representatives of the federal government, provincial governments as well as representatives of the vehicle manufacturers, of parts manufacturers and key people from different trade unions.

From these two reports ideas have emerged of building up the capacity to produce in this country more of what we consume in this country. There were commitments and suggestions for better training, so that we do not again reach a situation such as that which emerged a couple of years ago in the auto industry in my community. It was then necessary for some of the big auto producers to bring into Canada skilled workers from Europe because these skilled workers were not available in this country.

It was absolute nonsense that at a time when unemployment was so high in this country, instead of being able to recruit skilled workers who had been trained in this country, these companies had to go overseas on special recruitment drives to bring in skilled workers from abroad. The task force report suggested we had to establish the support in this country for serious effective training, something which my colleague for Saskatoon—Dundurn is responsible for talking about in our caucus. We put forward a good many ideas for improving training right across this country, but the suggestions made specifically with respect to the automotive industry were set out in these reports.

It was also suggested, however, that we had to use trade policy so that these industries employed more Canadians. It was suggested that we needed commitments from some of the new companies that were setting up production facilities such as Toyota, Honda and Hyundai, commitments that they would meet the same level of Canadian content in their sales in Canada which the American based automotive producers have to meet, 60 per cent Canadian content targets.

It was also suggested that some incentives be provided to improve Canadian production in the parts sector. It was suggested that once we had all automotive companies producing on the same basis that those companies should have to gradually increase their commitments so that, for instance, they might reach the level of Britain. Britain requires that companies that sell major output to the British market in the automotive sector have to produce 80 per cent of their output, 80 per cent of what they sell has to be made up by British value added.

It seems to me that there are a great many import sectors across our economy where this kind of philosophy could be put into effect. If we look only at the last three years, we can see that situation in the case of chemicals, electronic tubes, or electronic components. For instance, in chemicals there were over \$7 billion worth of imports into this country in 1988, and in the case of electronic components almost \$6 billion worth of imports. But the area where this import level is most scandalous is in machinery production. In 1986 there were almost \$11 billion worth of imports. By 1988, there were over \$13 billion worth of imports into this country compared with exports of about \$4.5 billion. So there is a massive trade