

Tire Safety Act

tires. They are repaired and put on the market as seconds even though they are in new condition as far as the tread is concerned. Hopefully, all members, including those in the other place, will pursue this matter of safety and give consideration to these other two fields. Anyone who has driven an automobile is well aware of the fact that if you do not have safe tires, you not only jeopardize your own safety but that of everyone else.

I congratulate the Senate for the work they have done in this field, and the members of the committee who studied this matter in depth and suggested these changes. I hope those considering the question of safety will continue their vigilance and will provide the manufacturers with more stringent safety standards which they can and must meet, thereby ensuring a higher degree of safety for the motor-ing public of Canada.

[*Translation*]

Mr. Léonel Beaudoin (Richmond): Mr. Speaker, I must commend the Senate for putting Bill S-8 before the House because it is a very important bill.

Nearly everything has already been said on the matter but I want to support the arguments made by those who spoke before me, particularly on the aspect of road safety. Statistics tell us that 16 to 18 per cent of road accidents are explained in part by the fact that a tire manufacturer recommends a certain size of tires, a certain type of tires guaranteed for so many miles, for example, in all safety, but after half of the mileage announced in the papers the tire is nearly worn out, that is the tire is no longer safe.

I am talking here about the category of tires that sell for \$20 to \$60 depending on the place where you buy them. That is quite amazing. As to a similar tire, of the same size, you do not know whether it is a tire that was repaired or retreaded, and it is sold for \$20 to \$60. Those who cannot afford to buy a tire at \$60, or who are misinformed, could pay a tire \$20, \$22, \$23 or \$26, particularly in those retail chain outlets. I have no grudge against chain stores but I want to point particularly at the manufacturers who supply those chain stores, when they put ads in papers which mislead the consumer by offering him a \$60 tire for \$23 or \$24 and alleging that it is of the same size and the same quality as the \$60 one.

We also have that category of tires, the same category of tires that we would call reinforced nylon. Those types of tires are not balanceable. The evidence is there. I used some from different groups and those tires are very difficult to balance and they need to be balanced every 10,000 miles. If you do not have the time, the steering mechanism becomes disaligned. Yet those tires were paid a high price, about \$55, \$58 a tire depending on the company, and the consumer is misled on top of that. I was misled like others. That is why I think this bill comes at the right time and I would urge the government to be increasingly strict in this regard.

Also, I would not want to end my remarks before drawing the attention of the House on that question of retreaded tires, particularly on commercial vehicles. Mr. Speaker, many members have driven on highways like me. Certain tires have treads that come from trucks or buses, large treads up to two, three or four feet long and quite large. That tread comes off the carcass of the tire, and I think

[Mr. Peters.]

this is a cause of accidents, particularly if it is raining. If this tread comes off the casing of the tire, I believe it only means that such a tire should not be put back on the market. Either the company which retreads it is incompetent, or there is not enough control in the matter.

Those are the comments I wanted to make to the House; they show that there are more road accidents and, consequently, increases in motor vehicle insurance costs, not to speak of the many injuries and inconveniences.

I would also like to congratulate the sponsor of the bill. I know that the Senate made the first steps and that the government keeps heading in that direction, which I believe is the right one. Since cars are faster and faster due to the increasing number of horse-powers, tires must ever be stronger. We must also take into account the sudden changes in temperature that we have in this country.

I think the government is heading in the right direction and they should make it more and more difficult for a manufacturer to put tires on the market, so that consumers should not be deceived.

● (1630)

[*English*]

Mr. Ray Hnatyshyn (Saskatoon-Biggar): Mr. Speaker, I had not originally intended to take part in this debate, but I felt moved to address a few remarks to this legislation for a couple of reasons, one which is personal in the sense that I should establish the fact that the member for Saskatoon-Biggar has been in his place trying to be recognized in the question period for a couple of days, and just to remind Mr. Speaker that it is possible to recognize me even in the course of an important debate such as this one. The second one is, of course, the fact that the minister responsible for this particular piece of legislation is my friend and colleague from Saskatoon-Humboldt (Mr. Lang), and somehow I feel compelled to stand and address myself to legislation for some reason whenever he is involved in it, because of my friendship and admiration for him.

The fact of the matter is that I am not addressing this particular legislation as an expert on tire manufacture, as is the case with some of my colleagues, but rather as a consumer with some interest, which I am sure is shared by many members in this House, in the area of automotive and automobile safety, motor vehicle safety, and in this case motor vehicle tire safety.

Mr. Speaker, I think this piece of legislation is complementary to existing legislation on the books now, the Motor Vehicle Safety Act. In other words, there is great similarity between the provisions of this particular bill and the provisions of the Motor Vehicle Safety Act itself as far as certification of acceptable safety standards, in this case tires, and, in the case of the act, motor vehicles generally. I would like at this time to commend the minister for his flexibility with respect to representations that have been received in connection with this legislation.

I would also like to commend my colleague, the hon. member for Halton-Wentworth (Mr. Kempling), for the particular initiative he has taken in this case to try to bring forward some amendments, some changes to the legislation that are rational and reasonable. The result, I think, will be to remove a very heavy obligation on the