

requested until final estimates of the cost have been determined; (b) a draft request for a proposal for the study is in the final stage for circulation to competent consultants, a list of whom is now being considered; (c) the date upon which the results of the study can be expected to be made public is not known at the present time.

SPECIAL FEATURES OF ACCIDENT AND DEFECT INVESTIGATION DIVISION

Question No. 2,764—**Mr. Forrestall:**

1. What specific features of the Accident and Defect Investigation Division of the Canadian Surface Transportation Administration exist to guarantee it the ability to make full, impartial and interference-free reports and investigations of those areas over which it has responsibility?

2. Is the government satisfied that such procedures are sufficient to maintain the confidence of the public and the international community with respect to the impartiality and conflict-of-interest-free accident investigation and reporting?

Hon. Jean Marchand (Minister of Transport): 1. The purpose of the Accident and Defect Investigation Division of the Canadian Surface Transportation Administration is to evaluate the effectiveness of motor vehicle safety standards, determine the need for new or improved standards, identify possible safety-related defects or deficiencies which may be present in vehicles operating on the road system and obtain information on accident causation and specific data for research purposes. In meeting the above objectives the Accident Investigation personnel involved in these investigations do not direct their efforts to the establishment of responsibility or the making of policy recommendations. The division is supported by nine university teams strategically placed across Canada. It has also complemented its investigations by contracting a technical portion of some investigations of a major nature to independent consultants.

2. Yes.

PURPOSE OF ACCIDENT AND DEFECT INVESTIGATION DIVISION

Question No. 2,765—**Mr. Forrestall:**

1. For what reason is the Accident and Defect Investigation Division of the Canadian Surface Transportation Administration not separated organizationally from all other agencies and branches of government?

2. Would such separation assure the removal of even the appearance of the possibility of conflict of interest in its reporting and investigating of accidents that may involve criticism of regulatory agencies?

Hon. Jean Marchand (Minister of Transport): 1. The purpose of the Accident and Defect Investigation program is not to determine responsibility for individual accidents nor to make administrative or policy recommendations for preventing similar occurrences in future. The provincial governments have established procedures for determining responsibility and causes of motor vehicle accidents. The objectives of the Accident Investigation program are to evaluate the effectiveness of safety standards and to determine the need for additional standards. In addition, the investigations are designed to identify any vehicle defects or deficiencies which may have contributed to the

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accident which may be present in other vehicles operating on the road system. The investigations also provide information on accident causation and specific data for research purposes. Therefore, separation of Accident and Defect Investigations from this branch would serve no useful purpose.

2. There is no evidence of conflicts of interest in our present Accident and Defect Investigation program. The program best serves its purposes of direct support of standard activities by remaining within the branch and not under an independent quasi-judicial body.

PARLIAMENT HILL—DUTCH ELM DISEASE EXPENDITURES

Question No. 2,774—**Mr. Stevens:**

To date, what is the total cost expended by the government to save the elm tree on Parliament Hill, which is near the statue of Sir John A. MacDonald, from Dutch Elm Disease (a) what have been the results (b) is it planned to treat the tree further next year?

Hon. Ron Basford (Minister of State for Urban Affairs): In so far as the National Capital Commission is concerned: The elm tree behind the statue of Sir John A. MacDonald is a mature tree approximately 90 years old. It contracted the Dutch Elm Disease in 1966. Since then it has been pruned and sprayed annually to remove the dead wood. Approximately one-third of the tree's crown has been removed. The slow progress of the disease is due to the maturity of the tree. Actual cost for the pruning and spraying of this tree for the past seven years is not available but it is estimated at \$250. During 1973, as part of the experimental root injection program, this tree was treated at a cost of \$200. (a) Results of treatment prior to 1973 have prolonged the life of the tree for several years. Results of the injection treatment this year will not be known until further analysis has been conducted; (b) pruning and spraying treatment will be continued. Further action to save the tree will be determined after the results of this summer's treatment are known.

CANADIAN INVENTORY OF HISTORIC BUILDINGS

Question No. 2,778—**Mr. Clark (Rocky Mountain):**

1. By province, how many buildings have been surveyed during the first phase of the Canadian Inventory of Historic Buildings?

2. By province, how many interiors of selected historic buildings are scheduled to be surveyed and recorded in phase two of the program?

Hon. Jean Chrétien (Minister of Indian Affairs and Northern Development): 1. British Columbia, 8,017; Alberta, 8,159; Saskatchewan, 6,731; Manitoba, 2,975; Ontario, 38,579; Quebec, 29,871; New Brunswick, 5,732; Nova Scotia, 7,978; Prince Edward Island, 1,954; Newfoundland, 1,617. These figures are approximate since not all of the data has been processed.

2. At the present time we plan to record between 6,000 and 12,000 building interiors in phase 2 of the CIHB program. This represents roughly 5 to 10 per cent of the structures recorded in phase 1. The final selection of buildings has not yet been made, so we cannot provide the breakdown requested.