

Auto Safety Standards Are Canadian Problem

By BOB MacKENZIE
OTTAWA (CP) — The Canadian government is taking a different approach from the United States on auto standards but hopes for the same result—safer cars for the public.

The U.S. government has proclaimed 22 safety standards which all 1968 cars must meet through the National Traffic and Motor Vehicle Safety Act signed Sept. 9 by President Johnson.

A knot of federal-provincial jurisdiction would have to be untangled to provide a similar construction standard in Canada, but for the time being at least, it appears the federal government will try a softer approach.

Key to the soft approach is the automotive free trade pact with the U.S. allowing manufacturers to bring cars across the border in either direction and concentrate production of different models in individual factories.

With the bulk of their production for the U.S. market, the auto makers are expected to incorporate the U.S. safety standards in all models—whether for sale in Canada or the U.S.

SET STANDARDS
The manufacturers also will face some gentle persuasion from the federal government. It has drawn up a list of 27 safety standards which will become mandatory in all vehicles purchased by government departments.

The standards include seat belts, roll bars, safety locks and

hinges on doors, backup lights, energy-absorbing steering wheels to minimize chest injuries, dual braking systems, windshield washers, rear-window defrosters, headrests, rupture-resistant fuel tanks, a barrier to prevent items in the trunk sliding through the back seat, and elimination of pointed exterior ornaments that could cause injury to pedestrians.

The Canadian standards are "very similar in context" to the U.S. regulations, says J. E. Hannah of the defence production department's specifications board, who is secretary of the federal-provincial committee.

"The difference is in the application."

NOT SATISFIED
But Howard Graffley, the Conservative MP from Bromfield-Missisquoi who has been campaigning for auto safety inside and outside Parliament, complains that it's the "height of irresponsibility" to depend on the U.S. government for safer cars in Canada.

He said in an interview Wednesday that there are no guarantees that the manufacturers will include all standards on Canadian cars and there are no provisions for the standards on cars imported from Europe.

Also, the Canadian standards have two big advantages not included in the U.S. legislation. "The U.S. standards make no mention of rear-window defrosters or the elimination of ornaments dangerous to pedestrians."

"U.S. legislators didn't stop vehicle safety. They also came

up with the National Highway Safety Act—a \$322,000,000 package geared to co-operating with state and municipal authorities in establishing national driver standards.

About \$55,000,000 is earmarked for research, including a national registry of problem drivers.

In Canada, the jurisdiction tangle, and possibly a lack of available government money, precludes a similar program for the present.

UP TO PROVINCES
Driver training and licensing, along with road construction, is a provincial field.

Mr. Graffley says he plans to extend his campaign to the provinces, especially in the fields of highway construction, driver training and vehicle inspection.

The government is preparing a three-section guide to auto safety—dealing with the vehicle, driver and road—that will be available to the general public early in the new year.

It also is consulting provinces "one-by-one" on possible future collaboration between the two levels of government in each of these three sections.

KEEP A MONUMENT
The X-10 nuclear reactor which produced plutonium for the first atomic bomb is to be preserved as a U.S. historic landmark.



NO CROW OPERATION

Bruce Jeffery, 13, coaches his reluctant rooster during a crowing contest at the Alberta Provincial Poultry Show in Calgary. But the bird wouldn't oblige and didn't even place

in the first round. Winner of the first-crow-off, with 24 crows in 10 minutes, was a bird owned by Ross Sanderson of Midnapore, Alta. (CP Wirephoto)

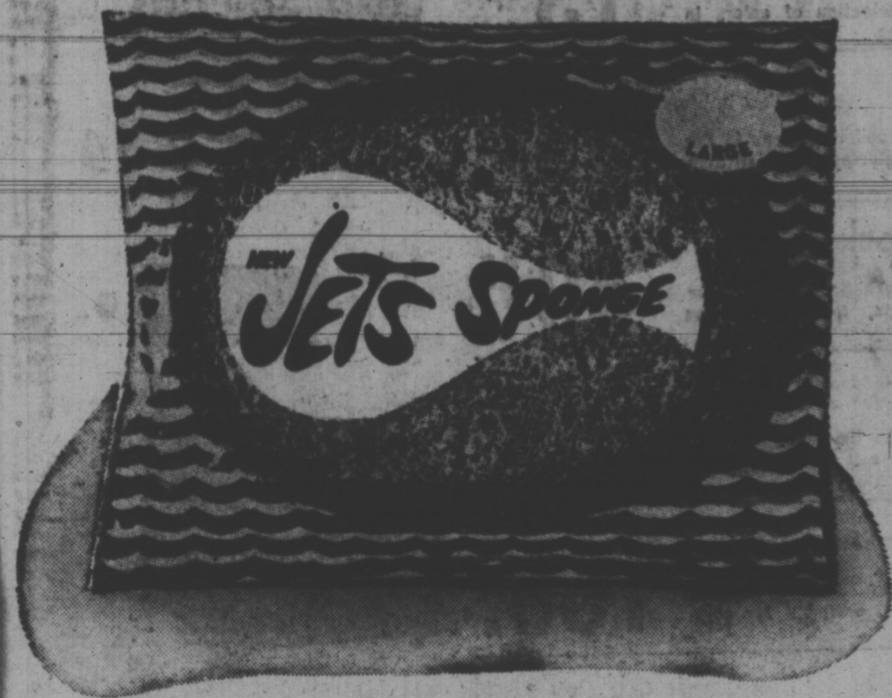
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IT'S ONE WAY TO FLY

Tom Walton, 13, of Carmichael, California, isn't a junior astronaut testing a new type of spacecraft. He is simply holding on for dear life while sleeping near Yade, California, after hitting a bump and being catapulted into the air while sleeping near Yade, California.



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