

order to save lives and prevent injuries. The legislation requires that all new vehicles and their components meet motor vehicle safety regulations at the point of manufacture or importation and obliges manufacturers to issue notices of safety defects. The safety of vehicles in use is a provincial responsibility.

The road and motor vehicle safety branch of Transport Canada administers the Motor Vehicle Safety Act and the Motor Vehicle Tire Safety Act, and enforces regulations pertaining to them. A co-operative federal-provincial program aimed at reducing the fatality rate by 15% on Canadian roads by 1979 exceeded expectations and resulted in a reduction of 36% from an all-time high in 1973. In May 1979, the department opened a new motor vehicle test centre at Blainville, Que.

Safety regulations include 43 standards for the design and performance of passenger cars, trucks, buses, motorcycles, competition motorcycles, minibikes and trailers; six standards limiting motor vehicle exhaust, evaporative and noise emissions; and 11 standards for snowmobiles. These standards are reviewed and revised regularly to keep pace with engineering or technical advances. The regulations require all Canadian motor vehicle manufacturers or distributors to apply the national safety mark, accompanied by a label certifying compliance with all applicable federal motor vehicle safety standards, to every classified vehicle produced after January 1, 1971. Vehicles imported for sale or private use must also be certified.

The Motor Vehicle Tire Safety Act, adopted by Parliament in April 1976, provides authority for the enforcement of minimum safety standards for certain motor vehicle tires manufactured in or imported into Canada.

### 15.3.2 Motor vehicle and traffic regulations

Motor vehicle and traffic regulations in force in 1979 are outlined in Table 15.14. This table includes requirements in all provinces, the Northwest Territories and Yukon for a driver's licence for different types of vehicles, times of renewal of licences, types of motor vehicle insurance and speed limits.

**Registration plates.** Motor vehicles and trailers are usually registered annually with the payment of specified fees. Most motor vehicles carry a registration plate on the front and one on the rear; trailers carry one on the rear. In Manitoba, Saskatchewan and Alberta passenger cars, vehicles licensed for Drive-ur-self service and trucks carry two plates. Vehicles operated by dealers, motorcycles and off-highway vehicles have one rear licence plate. In Quebec a single licence plate is displayed on motor vehicles. In some provinces, multi-year plates are issued and validated annually by stickers. In some provinces registration plates stay with the vehicle when it is sold, but in others the owner retains them.

**Safety responsibility legislation.** Each province has enacted safety responsibility legislation. In general, laws provide for the automatic suspension of the driver's licence and motor vehicle registration of a person convicted of a serious offence (impaired driving, driving under suspension, dangerous driving) or a person whose uninsured vehicle is involved directly or indirectly in an accident resulting in damage of a specified amount or injury or death to any person.

**Insurance and unsatisfied judgment fund.** In 1978, with the exception of Ontario, all provinces, the Northwest Territories and Yukon had a compulsory insurance plan in effect (Table 15.14). Most provinces have enacted legislation providing for the establishment of a fund, frequently called an unsatisfied judgment fund (in Ontario and Alberta, the Motor Vehicle Accident Claims Fund). Judgments awarded for damages arising out of motor vehicle accidents which cannot be collected by the ordinary process of law were paid out of this fund. In Newfoundland, Prince Edward Island and Nova Scotia the fund was maintained by insurance companies. Funds in Ontario were obtained by collecting an annual fee of \$150 from the registered owner of every uninsured motor vehicle and a one dollar fee from every person to whom a driver's licence was issued.

**Additional provincial details.** Other details of motor vehicle and traffic regulations particular to individual provinces in 1979 follow.