

factor. We wanted this, we desired it. The only reason we backed away from it was because of the engineering and safety studies that were presented to us. So I say to you that there are two things to consider, those studies which we had before us and, number two, the immediate cost which you would be asking school boards to assume in buying new vehicles, because to apply or install vehicles would not be a manufacturer installed safety device. I, therefore, have to speak against it, not because I am against safety for children in school buses, but because of these other problems which we will address next year. Thank you.

PRESIDENT: Senator Goll, did you wish recognition now?

SENATOR GOLL: Yes, Mr. Speaker. I passed previously. I was waiting for some information to come from my office. Mr. President and members, I would like to share something with you. First of all, seat belts and the idea of seat belts in school buses is laudable. I want to tell you that in my district, in my county, in a town not far from where I live we have had two, and I repeat, two school bus accidents. In both cases these accidents were severe. I don't think I need to tell you that the people that live in that area, who have children that attend that public school, are very concerned about the future safety in school buses. But there is a problem at this time with seat belts in school buses. First of all, there are hundreds and hundreds of school buses out there that are not equipped with seat belts. The cost, as I understand, to equip a school bus is somewhere between \$1,000 and \$1,500 to \$2,000 per unit. Now this isn't very much money, but the problem is doing it and doing it so that the belts will function. Now I'd like to, in a very brief way, share some information with you. This is a document, dated December 12, 1984. "Seat belts flunk Canadian test. Collision test conducted by the Canadian government, using instrumented dummies and three sizes of pupil transport vehicles indicate that children wearing seat belts appeared to fare worse than those unbelted in this particular crash." This comes from the Department of Transport in Ottawa. It was cautioned, however, that a different type of crash could produce different findings, and they are still studying these results in Canada. The National School Transportation Association's prime concern is the safety of children that its members transport daily from home to school and from school to home. In fact, the association which was founded continues because they are