

speeds are alleged to be necessary will not be acceptable justifications. Special exceptions may be granted for vehicles needed for law enforcement or for security reasons, provided that these are the major use of the vehicle.

(c) For non-passenger vehicles, the Treasury Board will establish guidelines that take into account the lifetime cost of vehicles, including their prospective fuel use, and that also incorporate the need to justify the capacity and power of the vehicle desired.

(d) The existing stock of larger than compact vehicles and trucks larger than necessary shall be phased out in accord with normal replacement practice.

2. LEASES AND RENTALS

Leased and rented automobiles will be subject to the same guidelines as those for purchased vehicles. In the case of long-term leases, this poses no added problem. In the case of short-term leases, which are typically used while federal employees are in travel status, the Treasury Board is amending its travel directives to indicate that, after one year, the government will no longer pay higher rental rates than those applicable to compact automobiles. This will allow rental agencies adequate time to adjust their stock of autos.

3. SPEED LIMIT

Government vehicles shall henceforth be subject to a special speed limit regardless of where they may be operating. The maximum speed shall be 55 MPH (88 KPH). This speed limit shall be widely publicized and explicit instructions given to drivers of government vehicles that this speed is not to be exceeded.

4. LIFETIME COST EVALUATION

An evaluation will be initiated of the lifetime costs of government-owned vehicles in an attempt to determine the major variables affecting energy consumption. The characteristics of the initial automobile, tune-up frequency, added equipment and major type and location of usage will be among the variables evaluated.

IV—PAPER

One of the major supply requirements of government is paper, use of which is currently rising at 20% per year on average. Paper is an energy intensive product, consuming about as much energy per ton as steel. The pulp and paper industry is the largest single consumer of industrial energy in Canada. Through paper recycling we can not only conserve forest resources, and reduce the pollution problems associated with paper manufacture and disposal, but we can also conserve energy, since it generally takes less energy to produce paper from recycled stock than from virgin fibers. Government will therefore take the lead in reducing its use of paper, recycling its waste and purchasing recycled paper whenever practical.

1. REDUCTION OF PAPER USE

The Department of Supply and Services, the various departmental administration officers and the energy conservation officers will intensify a paper conservation program that is already underway in government. The measures to reduce paper use in government include:

- two-sided printing of reports and speeches;
- more use of mimeograph and offset printing and less photocopying in order to facilitate double-sided copying;
- more complete use of printing surfaces and proper sized paper;
- re-use of files, envelopes and other stationery in government operations;
- tighter control on distribution of reports, manuals, notices, etc.

In addition the Department of Supply and Services will create new guidelines regarding the design of printed products to ensure maximum conservation of material and energy.

2. PURCHASE OF RECYCLED PAPER

The recent sag in the waste paper market in Canada is largely a result of the fact that, while waste paper is being reclaimed by people in urban areas across the country, institutions are not creating a demand for paper made from recycled stock and pulp mills are not prepared to handle all of the waste paper for various technical and economic reasons. Thus there is a role for government to play in building this demand, in removing the blockages in the system and in encouraging and helping paper companies to install the equipment necessary for de-inking (where required) and recycling of paper.

At present the supply of Canadian produced recycled fine paper is very limited, thus making a large-scale conversion to recycled paper impossible and requiring instead a phased program over several years. To the extent possible, however, recycled paper will be used by government. Other governments and business institutions are invited to begin a similar phased program of recycled paper purchases in order to conserve energy and forest resources.

3. RECYCLING OF GOVERNMENT WASTE PAPER

At the present time the waste paper market in some areas is overloaded and unable to handle further additions. That is why the government will place priority on stimulating the market for waste paper through a number of integrated programs. Schemes for recycling government waste paper are being pursued however. Following on a study by the waste recovery joint committee, the Department of Environment has let four contracts to determine the sources, markets, costs and procedures for recycling waste paper from federal establishments in the National Capital Area.

With the results of such studies in hand the government will institute paper recycling schemes wherever and whenever a market exists or can be created for recycling of this resource. Several pilot programs in government departments are currently being considered, one of which will take place in the Department of Energy, Mines and Resources.

It has been estimated that recycling of waste fine paper from government operations in the National Capital Area could produce a revenue in the order of \$1 million per year as opposed to the disposal costs presently incurred by Government.