

Oral Questions

this subject in a co-ordinated way between countries. The Hon. Member is making a specific representation which concerns the Government of Ontario. I will make sure that our Minister is informed of it.

● (1430)

AUTOMOBILE EMISSIONS

Mr. Ian Deans (Hamilton Mountain): Mr. Speaker, in a related area where the Government of Canada has sufficient jurisdiction to move unilaterally on the question of emissions from automobiles, why has it not moved to put into effect the recommendation of the acid rain subcommittee which would have seen a two-thirds reduction in the emissions from automobiles and would have brought Canadian-made automobiles into line with the standards already in place in the United States? Why has the federal Government not taken steps in that regard, given that the Minister of the Environment said some six months or seven months ago that a statement on that question would be coming within a couple of weeks?

Right Hon. P. E. Trudeau (Prime Minister): Mr. Speaker, I cannot comment upon the couple of weeks which the Hon. Member mentioned. I know that the problem of emission reduction in automobiles, in factories and so on, is always discussed with great enthusiasm, and justifiably so, by environmentalists. It is the Ministers responsible for employment, job creation, and investment who always make the point that we have to proceed at a slower pace if we do not want to force certain companies to go under and if we do not want to put workers out of a job.

I remind the Hon. Member that before the OPEC crisis, or even before the recent recession or slowdown in the economies of the industrialized world, there was much greater enthusiasm for rapid fighting of the problems of air pollutants and water pollutants. Now we are seeing Governments everywhere, provincial, federal, and in other countries, trying to balance this with the need to keep jobs going and the workers at work. High unemployment figures would be affected adversely if we were to close down some plants because they had not moved as quickly as we would like in reducing their levels of emissions.

UNITED STATES STANDARDS

Mr. Ian Deans (Hamilton Mountain): Mr. Speaker, given that in the first instance the course of action we proposed, the use of coal from western Canada, would be both beneficial economically and from the point of view of acid rain emissions and would not in any way jeopardize any manufacturing operations in Canada, it would seem that that would be a logical undertaking. However, I think the second point is more important. How is it that the United States was able to enforce automobile emission standards at a level considerably below those in place in Canada? Why is it that we in Canada cannot require Canadian manufacturers of automobiles to meet the same standards as they are required to meet when they manufacture within the United States?

Right Hon. P. E. Trudeau (Prime Minister): Mr. Speaker, the Hon. Member returns to the use of coal. He indicated in the phrasing of his question the first time that it was a provincial matter, a matter for Ontario Hydro. It is true that it is likely to impinge directly upon manufacturing jobs in Ontario. If the cost of the coal is higher when we include transport, if it means bringing coal at greater expense, presumably it would mean increasing the hydro rates in Ontario, and presumably it would mean that it would cost that much more for companies employing workers to break even. I do not know the answer. I am not a negotiator for Ontario. I told the Hon. Member that it would be brought up. I guess the same kind of answer would have to apply to the matter of automobiles.

I hope the Hon. Member is not holding up the United States as an example in its approach to combating environmental pollution. He shakes his head in the negative. I am reassured, because I can assure him that much of the fight of the Minister of Environment of Canada is with the United States to get it to respect certain provisions of the Great Lakes clean-up agreements and to proceed with a little more zeal in fighting the problem of acid rain. The Hon. Member pointed out the problem of automobile emissions. I am not involved in that particular aspect. I will also refer it to the Minister of the Environment.

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LABOUR CONDITIONS

YOUTH UNEMPLOYMENT—REQUEST FOR GOVERNMENT ACTION

Hon. Flora MacDonald (Kingston and the Islands): Mr. Speaker, my question is directed to the Minister of Finance. Last week the Minister of State for Youth conceded that there are some 800,000 young Canadians who are directly affected by unemployment. That crisis has been with us for three years. After three years the Government and the Minister of State for Youth have the temerity to put forward what is described as a guide in seeking the development of a comprehensive youth policy in Canada. After three years the Government offers a guide. Those 800,000 Canadians do not need a guide. They need action. The policy they want is jobs. What steps is the Minister of Finance prepared to take to see that action takes place for young people this summer, so that there will not be 800,000 unemployed young Canadians?

Hon. Marc Lalonde (Minister of Finance): Mr. Speaker, I will certainly not do what the last Conservative Government of which she was a part did, that is, abolish direct job-creation programs which were helping young people.

Some Hon. Members: Hear, hear!

Mr. Lalonde: I can assure her that this Government will not do what her Government did during the short time it was in office. In the meantime, in terms of job creation and job training for youth only, in 1983-84 we expect to have spent \$634.9 million on job creation alone, and some \$493.1 million