

Recommendation No. 15

The Committee recommends that the Government of Canada move toward a corporate average fuel economy standard of 7.2 litres per 100 km for passenger cars, and continuously tighten this standard as new technologies evolve.

The Committee continues to press for a concerted effort by government and industry to support alternative energy sources, such as solar, wind and hydrogen, through research and development funding. Toward the goal of a CAFE standard of 7.2 litres per 100 km, the Committee reaffirms the recommendation contained in its report, *From Words to Action* (December 1992), regarding alternative fuel and transportation technologies (battery/fuel cell):

The adoption of the California standard for automobile emissions, by California itself and by a number of states in the northeastern U.S., creates a unique incentive for the development of clean transportation technologies. By 1999, 2% of the cars sold in California will have to be battery-powered. This figure rises to 5% in 2001 and 10% in 2003. Other measures will include alternative fuels, such as alcohol or natural gas. The window of opportunity will be brief and others will be quick and willing to exploit it; accordingly, the Sub-Committee recommends: That the federal government, regardless of the prevailing economic policies, increase support for research and development into clean transportation in the near term, particularly in the areas of alternative fuels and electric transportation.⁷³

Under the United States Federal Vehicle Fuel Efficiency Program, federal agencies on April 17, 1991 (as part of the Executive Order on Federal Energy Management, issued by then President George Bush) were directed to reduce gasoline and diesel consumption by at least 10% by 1995, compared with the 1991 level. Executive Order 12759 on the same day required that the federal government acquire alternative-fuel vehicles (AFVs) as rapidly as practicable. The U.S. government plans to be operating 50% of its federal fleet as AFVs by 1998.⁷⁴ As of January 31, 1992 approximately 8.2% of the U.S. federal government fleet was comprised by AFVs, with plans to increase this to 20.2% by 1993.⁷⁵ Canadian figures reveal that in 1990 3.1% of the federal government fleet, excluding the Department of National Defence and Transport Canada, were AFVs.⁷⁶

Recommendation No. 16

The Committee recommends that the Government of Canada support the shift to alternative fuels and transportation technologies by converting as many federal vehicles as possible to alternative fuels, and by annually increasing the percentage of alternative-fuel vehicles in the government fleet; such that, where practicable, alternative-fuel vehicles comprise as close as possible to 100% of new vehicles purchases by 1998.

Deborah Stine informed the Committee that net cost savings would also accrue from fundamental improvements in industrial process design, the development of cogeneration systems and energy recovery systems and the development of more efficient motors, electrical

⁷³ House of Commons Standing Committee on Environment, *From Words to Action*, December 1992, p. 27.

⁷⁴ Government of the United States, *National Energy Strategy, Powerful Ideas for America, One Year Later*, February 1992, p. 18-19.

⁷⁵ Ibid.

⁷⁶ Personal communication, Marie Schingh, Advisor Alternative Energy, Efficiency and Alternative Energy Branch, Energy, Mines and Resources Canada, 17 February 1993.