

While these advantages are important, a number of problems involved in the use of natural gas in motor vehicles need to be addressed:

- 1) Because of the low energy density of natural gas, bulky tanks and fittings are required on CNG powered vehicles, decreasing payload capacity and limiting the distance a vehicle can travel between fill-ups. Dual fuel systems will be common (gasoline or diesel and CNG) with a resulting loss of fuel efficiency;
- 2) There is a lack of infrastructure for both refueling and vehicle conversion or construction. While much of Canada is served by natural gas distribution system, this gas must first be compressed for use by vehicles;
- 3) Safety codes for the use of compressed natural gas are only now being developed in Canada, and have yet to be adopted by the provinces which are responsible for their enforcement;
- 4) Finally, there is a general lack of experience in Canada in using natural gas as a vehicle fuel. This affects vehicle owners as potential users, the industries that must supply the fuel, vehicles and equipment, and governments that must play a major role in ensuring that innovations like CNG in Canadian transportation are introduced safely.

The Canadian Government is embarking on its demonstration programme in the hope of assessing and ultimately resolving these problems. Other initiatives which complement this research are being undertaken by the federal government in co-operation with the Provinces of Ontario and British Columbia.

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GOVERNMENT REORGANIZATION

On January 12, Prime Minister Trudeau announced a major reorganization of government departments in the economic and foreign policy spheres. The changes recognize that international trade is an activity which needs to be reflected in all aspects of external relations. The trade functions previously performed by the Department of Industry, Trade and Commerce have now been combined with the foreign policy functions of the Department of External Affairs to form a wholly new and enlarged Department of External Affairs. The Secretary of State for External Affairs, the Honourable Mark MacGuigan, will be assisted by two Ministers of State: the Honourable Pierre de Bané for Foreign Policy and the Honourable Ed Lumley for Trade. The Industry side of the old Department of Industry, Trade and Commerce will be combined with the Department of Regional Economic Expansion to form a new Department of Regional Industrial Expansion.

VISIT OF THE PARLIAMENTARY SUB-COMMITTEE ON IMPORT POLICY LEGISLATION

Mr. Bryce Mackasey, M.P. and Chairman of the House of Commons Sub-Committee on Canadian import policy legislation, visited Brussels on February 2, 1982. Accompanied by Mr. Lorne Nystrom, M.P., and Mr. John Thomson, M.P., Mr. Mackasey met with Vice-President W. Haferkamp and officials of the European Commission. The purpose of the visit was to obtain the Commission's views on proposals to review Canadian import policy legislation to take account of new rights and obligations flowing from the Tokyo Round of Trade Negotiations.