

*Fuel Consumption Standards*

Messrs.		
Munro (Hamilton East)	Pinard	Schroder
Nicholson (Miss)	Portelance	Simmons
Olivier	Regan	Smith
Ouellet	Reid (Kenora-Rainy River)	Tardif
Parent	Roberts	Tessier
Pelletier	Robinson (Etobicoke-Lakeshore)	Tobin
Penner	Rompkey	Tousignant
Pepin	Rooney	Trudeau
Peterson	Rossi	Turner
		Veillette
		Watson
		Weatherhead—119.

## NAYS

Messrs.		
Andre	Halliday	Nickerson
Baker (Nepean-Carleton)	Hargrave	Nielsen
Beatty	Hawkes	Nowlan
Blackburn	Heap	Oberle
Blaikie	Hees	Orlikow
Blenkarn	Howie	Parker
Bosley	Huntington	Patterson
Bradley	Jarvis	Reid (St. Catharines)
Broadbent	Kempling	Robinson (Burnaby)
Cardiff	Kristiansen	Sargeant
Clarke (Vancouver Quadra)	La Salle	Schellenberger
Cooper	Lewis	Scott (Hamilton-Wentworth)
Crosbie (St. John's West)	Mazankowski	Scott (Victoria-Haliburton)
Crosby (Halifax West)	McCain	Skelly
Crouse	McCuish	Stevens
Dantzer	McDermid	Taylor
Darling	McGrath	Towers
Fennell	McMillan	Waddell
Fretz	Miller	Wenman
Fulton	Mitchell	Wilson
Greenaway	(Mrs.)	Wise—67.
Gurbin	Mitges	
	Munro (Esquimalt-Saanich)	
	Murphy	
	Neil	

*[Translation]*

**Madam Speaker:** I declare the motion carried.

Motion agreed to, bill read the second time and referred to the Standing Committee on Energy Legislation.

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● (1810)

*[English]*

### MOTOR VEHICLE FUEL CONSUMPTION STANDARDS ACT

#### MEASURE TO AMEND

**Hon. Marc Lalonde (Minister of Energy, Mines and Resources)** moved that Bill C-107 respecting motor vehicle fuel consumption standards be read the second time and referred to the Standing Committee on Energy Legislation.

He said: Mr. Speaker with the legislation before the House at the present time the government is acting on a longstanding commitment to Canadians to address the problem of heavy consumption of fuel by motor vehicles. This legislation, the Motor Vehicle Fuel Consumption Standards Act, was first promised in 1976. Since then, as hon. members know, the government has provided a voluntary program while work on drafting and refining the legislation was carried on by the Department of Energy, Mines and Resources and the Depart-

ment of Transport. During that time we have had an American model to consider but not to follow slavishly.

The National Energy Program recognized that transportation uses more oil than any other sector and that conservation efforts would be crucial to moderating that demand. By world standards we waste fuel in this country, so we need an effective program of managing consumption. That is what is stated in the following section of the National Energy Program:

In Canada, standards have been voluntary. However, it has become increasingly clear that the automobiles constructed to suit United States legislative standards do not necessarily reflect the realities of vehicle operation in the colder Canadian climate, nor do they take cognizance of the relation between Canadian fuel types, feedstocks and motor vehicle fuel requirements. As part of a general conservation and liquid fuels policy, Canada will develop its own standards.

This legislation comes to grips with a persistent headache amongst conservationists. We are all familiar with North America's love affair with the automobile and how extensive that torrid relationship has become. In Canada the use of automobiles is more than just whim or fancy. Our country's population is flung across an awesome latitude, and transportation is vital to our way of life.

Much has already been accomplished. One would have to be blind not to see the changes that have taken place in car size and horsepower in recent years. The problem is not so easily solved, however. People have to be shown the substitute fuels that exist and they have to be encouraged to ease up on the accelerator and to make trips count when they pull out of the laneway. They also need information that will enable them to choose vehicles that best suit their needs and resources.

This legislation will make that information available and give the government the ability to make sure the choices are as attractive as possible.

To illustrate the progress that has been achieved, let me give you a few statistics, Mr. Speaker. In 1978 we estimate that new passenger cars in Canada had an average fuel consumption of 11.5 litres per 100 kilometres. Last year that had dropped to 9.5 litres per 100 kilometres, and this year we expect it to be down to 8.5 litres. Such progress is encouraging but it is far from enough. We have to do much more to reduce motor vehicle consumption than we have been able to accomplish with this voluntary program so far. Why? Because last year Canadian consumption of motor gasoline amounted to a staggering 225 million barrels.

● (1820)

I hardly need to remind anyone in this chamber of how important this bill is to our energy program. Throughout the NEP the effort to enhance both supply and conservation is evident. Here we are adopting yet another method to cut into oil imports and preserve for as long as we can the petroleum resources available to us. The transportation sector represents a staggering consumption of fuel. There were approximately seven million private cars on the road in Canada in 1980. They burned somewhere between 18 and 19 billion litres of gasoline travelling an estimated 112 billion kilometres. These statistics do not include trucks or cars in commercial use.