

scale. As a western Canadian Member of Parliament, I am concerned about added costs to central Canada in potential coal contracts with Alberta and British Columbia. Mr. Speaker, I know you are familiar with the study by the Alberta and Ontario joint task force on coal, being a Member from the fine Province of Alberta. The task force shed a great deal of light on Seaway transportation costs, particularly as they impact upon the matter of coal.

In 1978, in my own province, the Byron Creek collieries started looking at the exportation of coal from British Columbia to central Canada, to be used primarily by power facilities in Ontario. Aside from it being a Canadian product producing jobs in western Canada, not to mention the jobs which would be created throughout the transportation system, western coal is of particular interest because of the role it plays in acid rain and the fact that its sulphur content is so much lower than that coming from the United States of America. It has a significant role to play in the future, particularly with Ontario Hydro generating stations. Like many of our problems in Canada, our unfortunate fluke of geography results in it being a considerable distance from market. That is the essence of my first concern. The imposition of additional commercial shipping fees put the possibility of a western Canadian coal link with central Canadian demands simply that much further into the future. For example, a cost-quality comparison indicates that in Canadian dollars per tonne, the maritime transportation component shows an average cost of \$2 per tonne for American coal compared with \$7 per tonne for Canadian coal. Obviously any increase in Seaway tolls for indirectly or directly related Coast Guard services will only make the gap between the cost of American coal and the cost of Canadian coal larger and therefore reduce the competitiveness of western Canadian coal. Hon. Members from western Canada have repeatedly raised this matter as something into which the Minister of Transport (Mr. Mazankowski) should look very seriously, in terms of keeping costs to a minimum to facilitate the exportation of western coal into central Canada. If currently contracted Hydro Ontario purchases are any indication, western Canadian coal could increase to 50 per cent or 55 per cent of Hydro's total coal supply by 1990. The opportunities for increased sales of western Canadian coal to Ontario Hydro will of course depend upon the availability of a competitive product.

● (1700)

The fact that western Canadian coal is of low sulphur content ought to be a factor in encouraging the Government to consider some subsidies in respect of the transporting of that coal from western Canada into the Central Canadian basin—

The Acting Speaker (Mr. Paproski): Order, please. The Hon. Member, on Bill C-75, will have 15 minutes for his speech, plus 10 minutes for questions and comments, when the Bill next comes up in the House.

Octane Enhancers

[*Translation*]

It being five o'clock, the House will now proceed with the consideration of Private Members' Business as listed on today's Order Paper.

PRIVATE MEMBERS' BUSINESS— MOTIONS

[*English*]

ENERGY

ADVISABILITY OF PRODUCTION AND DISTRIBUTION OF OCTANE ENHANCERS

Mr. Elliott Hardey (Kent) moved:

That, the Standing Committee on National Resources and Public Works be empowered to study the feasibility of recommending the production and distribution for sale to the motoring public of Canada, through its Crown agency, Petro-Canada, gasoline blended with the octane enhancers ethanol (3 per cent) and methanol (5 per cent) for the purposes of:

1. removing the additive of lead concentrates and MMT (Methylcyclopentadienyl Manganese Tricarbonyl) from currently-marketed gasolines;
2. creating an expanding market for Canada-grown corn;
3. utilizing the existing sources and known reserves of natural gas; and
4. reducing the importation of light crude oil products currently used in gasoline production.

He said: Mr. Speaker, this motion proposes a government initiative of far-reaching importance to Canadians and one which would result in extensive economic and environmental benefits both in the short and long terms, providing the type of stimulus that can only come from a major national staple industry.

Energy and environmental issues are of paramount importance to the world community, of which Canada is a part. These issues touch each part of our land in such a way that individual national interests are inseparable from mankind's global interests. Each day we become more and more committed to the development and discovery of energy sources to meet the needs of our nation's growing population. These needs represent an important part of the progressive lifestyle of our citizens, and the lifestyle of our citizens reflects the well-being of Canada.

At the same time, we are equally committed to a national and international program to clean up, maintain and protect our environment. The proper and controlled uses of energy sources are recognized as essential to any environmental protection efforts.

Our principal environmental pollutants, particularly those released into the atmosphere, emanate from energy sources used by industry and in transportation. And, of course, today we are dealing with the pollution problems arising from transportation.

We all know how seriously the federal and provincial Governments of Canada view the environmental clean-up pro-