

ASEAN. He observed that, since its inception in 1977, the Canada-ASEAN dialogue had become an important element in Canada's expanding links with the Asian and Pacific world.

Scope broadens

Mr. MacEachen's remarks set the positive tone that characterized the two full days of discussions that followed. The discussions, which highlighted the evolving nature of the Canada-ASEAN relationship under the Economic Co-operation Agreement, sought to provide the foundations for an expanded two-way relationship beyond the provision of traditional development assistance and bilateral commercial relations with individual ASEAN countries. Mr. Copithorne stressed this point in his opening statement to the JCC and, by example, referred to the JCC agenda items dealing with science and technology, communications, museums, broadcasting development and specialized financial fields as well as cultural and journalist exchanges.

At a dinner given later by the Assistant Deputy Minister (Political Affairs), W.T. Delworth, of the Department of External Affairs of Canada, in honour of the visitors, this theme was reiterated. Mr. Delworth said he was impressed by the variety of items being discussed by the JCC and stated, "The relationship is clearly maturing and broadening in a most welcome way." Ambassador Hidalgo echoed these sentiments and, at the end of the meeting, stated that he was impressed by the extent to which Canada and ASEAN were able to reach agreement in just two days on co-operation in the fields of industry, commerce, agriculture and science and technology.

The inaugural meeting of the JCC covered a great deal of ground, reflecting the increasingly varied aspects of the Canada-ASEAN relationship. A lively and informative exchange of views was held on general subjects such as the international economic situation, the global energy situation and international science relations, while existing areas of Canada-ASEAN co-operation such as the fisheries post-harvest technology project, the forest tree seed centre, the ASEAN offset program and CANEX received a full review. Other projects already identified in the areas of vocational training, oceanography and forestry were moved forward as was co-operation in the areas of visits by ASEAN journalists to Canada and the attachment of senior ASEAN

financial officials to Canada's Department of Finance.

The simultaneous visit to Canada of an ASEAN forestry planning mission, sponsored by the Canadian International Development Agency, contributed to the JCC discussions in this sector. There was a mutual desire expressed to expand relations and increase mutual awareness through academic, cultural and scientific visits.

The Assistant Under-Secretary of State for External Affairs, Public Affairs, C.J. Marshall, noted in his remarks to the JCC meeting that ASEAN was a major area of interest in Canadian government information activities.

The ASEAN delegates expressed their satisfaction with the meeting and both sides looked forward to the second meeting of the JCC to be held in one of the ASEAN capitals at a date to be agreed upon.

Natural gas for vehicle use

The federal government has announced two new programs designed to establish compressed natural gas (CNG) as a viable, safe and economic alternative fuel to oil. The project will operate until 1987.

The first program provides a taxable contribution of up to \$50 000 to be provided to some 125 fuelling station operators who wish to install CNG outlets. This contribution will subsidize the estimated \$300 000 cost of adding CNG compressors and dispensing equipment to an existing gasoline or diesel outlet. All stations opened between May 31, 1982 and March 31, 1987 will be considered.

The second program offers taxable contributions to both commercial users and private consumers of up to \$500 toward the estimated \$1 800 cost of converting a vehicle for CNG use. A target of 35 000 conversions has been set for the program which will be in effect from April 1, 1983 to March 31, 1987.

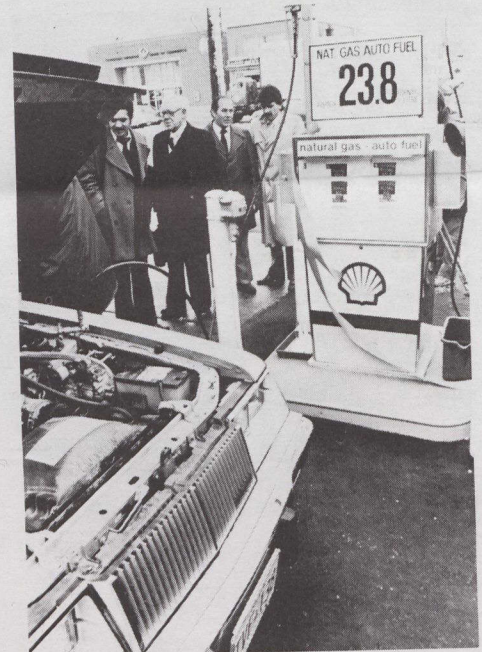
National effort

The programs are part of a national effort spearheaded by the federal government to reduce oil consumption and achieve its goal of energy self-sufficiency.

Canada is a net importer of oil with new imports of about 170 000 barrels a day. At the same time, Canada has an abundance of natural gas with new finds coming in faster than they can be used. There are sufficient reserves of natural gas available in Canada to supply the trans-

portation industry for many decades. In the near future as much as 10 per cent of Canada's transportation fuel needs could be supplied by CNG, saving about 70 000 barrels (10 000 cubic metres) of crude oil a day.

Natural gas is already widely distributed in Canada, but there has as yet been little industrial development for the conversion of vehicles and the establishment of a fueling network to deliver compressed natural gas to vehicles.



A dual-fuelled automobile fills up with natural gas at Toronto's first public service station equipped to serve this clean-burning low-cost automotive fuel.

The availability of natural gas through established utility pipeline systems reduces handling and transportation costs. The clean-burning characteristics of natural gas promote engine life and operating efficiency, especially in cold weather. Most importantly, natural gas saves about 35 per cent on transportation costs compared to gasoline.

Aside from fuel and transportation cost savings natural gas-fuelled automobiles provide other benefits such as: reduced carbon monoxide pollutants, no lead, longer lasting engines, reduced maintenance and job creation in a new industry.

In Canada, CNG Fuel Systems Limited, a Canadian company with its head office in Calgary, is actively involved in the supply and installation of natural gas compression facilities and conversion kits. CNG Fuel Systems has established a compressor plant in Toronto.

It is presently manufacturing the Italian