



## On the Road to Kyoto: Fuel-efficient cars for Canadians

**Getting more fuel-efficient vehicles on Canadian roads is essential if Canada is to make its Kyoto targets.**

The 17 million vehicles on Canadian roads are hurting the environment. They cause urban sprawl, paving over greenspaces and causing smog. They deepen our dependence on fossil fuels, pushing oil extraction into pristine wilderness areas and pushing some countries to go to war. And, they cause climate change.

For every litre of gasoline burned, your car, truck or SUV pumps out 2.5 kg of carbon dioxide, creating over 10 per cent of Canada's total greenhouse gas emissions. Ford's global fleet of vehicles creates more of these than all of Mexico.

To fight climate change we need to break our dependence on cars by supporting public transit and better land-use planning — we also need to curb their greenhouse gas emissions.

Going farther on less fuel is the easiest and most effective way to lower emissions from Canadian cars and trucks. It also saves us money at the pump. The good news is that the technology exists to dramatically boost the fuel economy of vehicles.

What's stopping more fuel-efficient cars and trucks from getting on the roads? Carmakers. Carmakers have refused to increase the fuel economy of their vehicles and do their part to help Canada meet Kyoto.

As part of its Kyoto plan, the federal government has committed itself to boosting the fuel economy of Canadian vehicles by 25% by 2010.

Making carmakers boost the fuel economy of their vehicle fleets will:

- Lower greenhouse gas emissions from the average Canadian vehicle by 1 tonne.
- Reduce air pollution in Canadian cities
- Protect consumers from increasing gas prices
- Set an example for the world's biggest consumer of fossil fuels, the United States.
- Push carmakers to use new technology to make better cars, creating jobs and keeping the industry competitive.

**94%**

That's the percentage of Canadians that told Environics in a poll commissioned by the Sierra Club of Canada that they support the federal government using regulation to meet Canada's Kyoto target for passenger vehicles.

### So how could the federal government give Canadians cleaner cars? Regulation.

Currently, the fuel economy of Canadian motor vehicles is effectively set by the US government through what are popularly known as CAFE (Corporate Average Fuel Economy) standards, which haven't been strengthened since the mid-1980s. Canada passed its own legislation, the Motor Vehicle Fuel Consumption Standards Act in 1981, to regulate fuel economy, but caved in to carmakers who offered to voluntarily meet the US CAFE standard.

The federal government assumed carmakers would voluntarily increase the average fuel economy of their cars and trucks by 25% by 2010 when it released its Kyoto plan in 2002. Carmakers, however, who have fought every attempt to increase the US CAFE standard, have predictably refused to boost fuel economy and fight climate change.

The federal government regulates the energy efficiency of everything from toasters to computers.

**Why doesn't it regulate our biggest energy consumer: cars? Good question.**



GMC Yukon

8100 kg of GHG/yr



Ford Expedition

7281 kg of GHG/yr



Dodge Caravan

4909 kg of GHG/yr



Honda Civic

3226 kg of GHG/yr



Toyota Prius

1930 kg of GHG/yr

## REDUCE YOUR TONNAGE

Today, the average Canadian car burns around 8.6 litres of gas to go 100 km. The average SUV burns about 11.4 litres per 100 km.

Boosting the average fuel economy of Canadian vehicles by 25% would lower greenhouse gas emissions from new cars or trucks by about 1 tonne annually.

Your choice of car or truck today, however, can have a dramatic effect on greenhouse gas emissions.

Source: Fuel Consumption Guide 2004, Natural Resources Canada

## Who says you can't regulate carmakers? Not California.

Automakers claim that making more fuel-efficient vehicles isn't possible, arguing that the technology is neither available nor cost-effective, that customers don't want fuel-efficient cars and that, in Canada, we must accept the 'harmonised' nature of the North American auto-industry.

Despite this claim, New York, New Jersey, Massachusetts, Vermont and Connecticut have all adopted California's clean-car legislation, which instructs automakers to increase their sale of cleaner cars.

In 2002, California went further and passed legislation that will regulate the greenhouse gas emissions from cars and trucks in California starting in 2009. There's no reason Canada couldn't follow California's lead and regulate carmakers into making cleaner, more climate friendly vehicles.

And if California's past experience is any indication, a growing number of US states would welcome Canadian leadership in bringing clean cars to North America and adopting Canadian-set standards.

Carmakers will not voluntarily take up their responsibility to fight climate change. It's up to the federal government and the Canadian public to make them provide the fuel-efficient cars we want.

## TAKE ACTION!

### Carmakers have a responsibility to fight climate change.

- Email carmakers and ask local car dealers why they haven't done their part for Kyoto by boosting the fuel economy of their vehicles by 25%.
- Phone your local Member of Parliament and ask them what they are doing to ensure that carmakers meet Kyoto.
- Learn more about fuel efficiency and climate change by visiting the Sierra Club of Canada's web site – [www.sierraclub.ca/cafe](http://www.sierraclub.ca/cafe)



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