

the cars exported to the United States (representing 75% of Canadian auto production). We have concluded that all non-commercial vehicles equipped with air conditioning beginning with the 1992 model year should have leak-proof systems, both to prevent the escape of CFCs and to contain the subsequent HFC substitute, which will not be entirely harmless.

- (6) We recommend that air conditioning units for the passenger compartments of all motor vehicles be leak-proof, beginning with the 1992 model year.**

### **“Code of Practice” for Recycling**

The quantity of CFCs contained in appliances, air conditioners and refrigeration units is believed to be sufficiently large that, if released, would so deplete the ozone layer as to threaten life processes. In Canada alone, there are tens of millions of refrigeration units in use, all containing some quantity of CFCs. Each year, the refrigeration and air conditioning industry uses an estimated 7,500 tonnes of the five controlled CFCs. Approximately half of this is in commercial systems, one-quarter in home refrigerators and freezers, and one-quarter in mobile air conditioners. Home air conditioning, both central and window units, heat pumps and commercial unitary air conditioning systems used in malls and buildings up to 10 stories already use an HCFC (HRAI, 1990, p. 6).

Unknown amounts of CFCs are inadvertently being lost to the atmosphere during servicing of these systems. It is essential that these CFCs be recovered and recycled until substitutes are available, at which time they should be recovered and destroyed.

The proposed Code of Practice should provide a guide for recovery and recycling, at least in commercial and industrial applications. The Committee believes, however, that the Code should be upgraded to a regulation. Therefore:

- (7) We recommend that the proposed “Code of Practice for the Reduction of CFC Emissions in Refrigeration and Air Conditioning Systems” developed by Environment Canada for commercial refrigeration units be made a regulation under CEPA. The Committee further recommends that this Code be applied to the management of HCFC and HFCs. These regulations should come into effect by 30 June 1991.**

It is our understanding that Environment Canada is looking at initiatives to ensure that recovery and recycling technologies are available and that education and training programs in their use are developed. Compliance and enforcement capabilities must also be established.

### **Abandoned Refrigeration Equipment**

Previously abandoned refrigeration equipment contains possibly large quantities of CFCs. Canada may even be receiving used refrigerators from scrap dealers in the United States. Although the actual percentage of compressor systems which contain CFCs and are still intact after being dumped is not known, it would be prudent to recover the CFCs from this potential source of emissions. As well, CFCs should be recovered when refrigeration units are removed from service and before they are dumped. We understand that the City of Toronto may soon introduce special equipment to be towed behind garbage trucks to pick up this type of waste and recover their CFCs. Such municipal initiatives should be encouraged. In this regard: