

Conditioning Institute (HRAI), which have helped develop a Code of Practice as well as education and training programs for technicians who design and service refrigeration equipment. CFCs have been voluntarily removed from use by the foam packaging industry and from 95% of the aerosol uses in Canada, those of a medical nature being the main exception.

Automobile Air Conditioners

Not all uses of CFCs in Canada are being reduced, however. The Committee condemns the automobile industry's failure to develop air conditioning units that are leak-proof. An estimated 60% of new cars sold in Canada are equipped with air conditioning units, as are 90% of 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.