

The use of CFCs in automobile air conditioning has been the cause of some introspection by the Committee. Like most people, we would prefer to drive in comfort on a hot summer day. But we cannot accept current technology that allows CFCs to escape from automobile air conditioners because they lack leak-proof systems. The Committee has been advised that an HFC substitute should be available by 1993 or 1994 but that substitute itself will not be totally harmless. In the interim, CFC release will continue to damage the ozone layer and contribute to global warming. Therefore:

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

Those members of the public who want to take a stronger position and who own automobiles with air conditioning now, could have the CFCs in the system properly removed. The air conditioner could then be left uncharged until a leak-proof unit could be retrofitted to the automobile or until a harmless substitute becomes available.

Government Cooperation and Resources

Many initiatives for managing the phaseout of CFCs, halons and their substitutes that are not completely harmless will involve many or all jurisdictions to be found in Canada. We believe there is a need for leadership to accelerate initiatives. The Canadian Council of Ministers of the Environment is the most appropriate body dealing with multijurisdictional environmental concerns. Therefore:

- (5) **We recommend that the Canadian Council of Ministers of the Environment take the lead when multijurisdictional participation would accelerate initiatives for the reduction, recovery, recycling and eventual safe destruction of CFCs and halons.**

The recovery/recycling industry for CFCs, halons and their substitutes is in its infancy. The necessary technology is being developed, but the service industry faces many hurdles in its application. For example, most major automobile manufacturers will soon require their dealerships to recover and recycle CFCs from automobile air conditioners using specialized equipment. Small, independent garages may not be able to afford this equipment, and may lose business. A similar problem will arise in the appliance service industry. Equipment costs will make it difficult for small companies to compete, especially if recovery and recycling are made mandatory, as is proposed in recommendation (8).

- (8) **We recommend that Environment Canada be provided the necessary funds to assist the relevant authorities in developing programs for the recovery and**