



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR INTERNAL MARKET, INDUSTRY, ENTREPRENEURSHIP
AND SMES
Ecosystems I: Chemicals, Food, Retail
F.1 – REACH

Brussels, 11 July 2024
GROW.F.1 

Meeting with Avere on PFAS

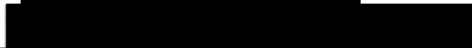
11 July 2024, Brussels (N105)

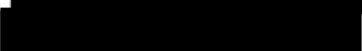
Minutes

Participants:

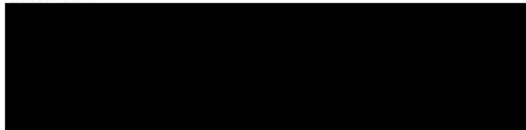
European Commission

GROW.F.1: 

ENV.B.2: 

ENV.B.3: 

Avere:



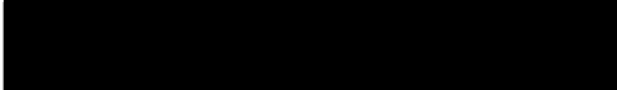
Tesla:



transparency register no. 269727723042-29

COM welcomed all participants and shortly explained the state of play of the PFAS restriction dossier, currently under assessment by the European Chemicals Agency (ECHA). COM is currently observer in the process.

Avere presented the electromobility in the EU and possible impacts of a PFAS restriction. Avere identified two main bottlenecks in substituting PFAS: battery cells and air conditioning. In addition, PFAS are used in textiles, dashboards etc.



Even in the most optimistic scenario it will not be possible to substitute PFAS in batteries before 2040. Avere called for a derogation for 12-13 years with a review clause in case alternatives would not be mature enough.

Regarding the use of PFAS (F-gases) in mobile air conditioning (MAC), Avere noted that in the current proposal a derogation is foreseen for the use of PFAS in MAC with mechanical compressors, not for electric vehicles. A derogation for electric vehicles would be needed as well; currently almost all new passenger cars sold in the EU are using HFO-1234yf as refrigerant. Possible alternatives are propane and CO₂. CO₂ does not perform well in hot climates. Propane is very flammable and at the moment not allowed in cars in the US.

COM explained that REACH restriction usually applies to the placing on the market of new products. The need for derogations for spare parts will be discussed.