

## **REACH Club meeting at EH on 28 February 2011 commencing 10:15**

**Attendance:** J Archer (**JH**), David Fenn (**DF**), Keith Tucker (**KT**), A Zhecheva (**AZ**), Stephen Barker (**SB**), G Armstrong (**GA**), B Gay (**BG**), C Arnold (**CA**), J Roberts (**JR**) and K Hoare (**KH**)

**Apologies:** C Phillips (**CP**), D Elliot (**DE**), Jillian Humphries (**JH1**), Alison Atkins(**AA**), A Phillips(**AP**), M Wild (**MW**), J Oliver(**JO**)

**\*Please note that these are not minutes as such but a series of notes and observations and represent only a fraction of the extensive dialogue that took place\***

### **C Arnold (BAE) and J Roberts (Jaguar Land Rover were new attendees to the REACH Club**

**GA** stated that the first thing that has been noticed since 1 December registration date, is that prices have increased, some chemicals are no longer available and some are difficult to obtain as stocks have been deliberately run down, especially from the US. Others members agreed that this is their experience also. It would appear that the small volume used by industry has resulted in a commercial decision by Henkel not to register strontium chromate although Brenntag have. They may not produce any more!

A discussion on Alocrom process then took place.

**BG** reported that Atotech have ceased manufacture of CF500, CR110 and CR130. Industry should have been aware of this some time ago and in his opinion should not have been used or specified for some time anyway. The problem is that once specified in aerospace, it is very difficult to change specifications-this is a long drawn out process. The industry should be educated to design formulations that are current and fit for purpose.

Although in principle companies could produce their own formulations in house using chemicals from suppliers, registration could be a problem-this is a grey area.

It is believed that the French want to add strontium chromate to the list although Airbus are committed to its use!

Emails have also been received and circulated about French attitude to Nickel salts which the Nickel Institute are extremely concerned about and are dealing with, with some urgency.

This could have a huge impact on jobs with the coins and Stainless Steel items coming under threat.

Information has not yet been received as an outcome of recent H&SE Occupational health meeting-this will presumably be broadcast at next SEA H&SE meeting.

**JR** stated that all the automotive OEM's attitude to REACH is to fully comply and eliminate items of concern immediately, whether there is a replacement or not. Public awareness to green issues is a very high priority in automotive industry where litigation is becoming a major issue. Validation costs may be high but actual costs due to high volumes are not necessarily the case as they would be in aerospace where volumes are low.

Another problem is that aircraft have a functional safe life of about 40 years whereas vehicles do not.

New formulations need to be progressed but the time lines for certification are long and therefore this action should be well under way already! The periodic table needs to be interrogated for

“safe” chemical to be used in the future in formulations that achieve the same result as banned ones.

The EU appears to be dominated by green management and therefore has no concern for employment or industry sectors that fall outside this scenario. Many meetings with politicians in the UK and EU have concluded this so the only benefit for lobbying is to extend time line whilst alternatives are found.

It is becoming very important for industry to have a collective voice and identify the best solutions to replacements as a matter of urgency. A lead from the major primes is needed and needs to incorporate funding from EU sources-leadership is needed! Expecting SME's to implement change without the promise of work is not a viable proposition neither is a move to in-house plating-equipment costs will be formidable.

The next KTN meeting needs to grasp this opportunity and involve all players including supply houses.

Once insurance companies become aware of REACH then lots of companies will suddenly find that there will be an impact on their costs as premiums will rise. ISO 14001 also takes REACH into account with audit.

Another area of concern will be electronic components which do not specify chemicals used.

**CA** asked if alternatives such as PVD, Thermal spraying etc are being considered as viable but costs are believed to be prohibitive.

A major concern of the automotive sector is the 0.1% limit and the restriction on imported items from the global supply chain.

Several meetings are in the pipeline looking at enforcement and managing documentation

Next meeting date 9 May 2011 at 10:00