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## **EUROMOT COMMENTS ON THE ROADMAP ON THE EU CHEMICALS STRATEGY FOR SUSTAINABILITY**

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Brussels, 18 June 2020

EUROMOT (the European Association of Internal Combustion Engine Manufacturers) welcomes the Commission's initiative to consult stakeholders on the upcoming EU Chemicals Strategy for Sustainability.

EUROMOT supports the intention to step up action in the chemicals area in order to protect citizens' health. We also understand the Commission's view that the current COVID-19 crisis has even increased the focus of EU action in this area, to promote the EU's strategic autonomy for those chemicals essential to society and health (e.g. for the production of pharmaceuticals or disinfectants).

On the other hand, the timing of actions on chemicals beyond those sectors identified as essential to society and health should be carefully assessed: some of such ongoing policy activities are going to have a tremendous impact on industrial sectors like ours, particularly where supply chain disruptions due to COVID-19 have considerably reduced industry's ability to monitor and contribute to regulatory developments.

In particular, we would like to express [our concerns](#) over the impact of the COVID-19 pandemic on manufacturers' ability to collect and provide information to the [SCIP database](#) ("database for the **S**ubstances of **C**oncern **I**n articles, as such or in complex objects (**P**roducts)") by 5<sup>th</sup> January 2021, as imposed by the Waste Framework Directive. SCIP requirements were already very challenging under normal circumstances due to the complexity of our sector's supply chains. Moreover, the database is still under development by the European Chemicals Agency (ECHA): the final version should not be ready before October 2020. There remain several areas of the system where further development has been discussed with ECHA and allowing proper time to complete and validate the system could significantly improve functionality, avoid duplication of data and reduce the administrative burden to manufacturers.

The current pandemic has made the situation even more challenging: data collection will be extremely difficult for our members, due to heavy disruptions impacting the whole European and global supply chains (with companies having to a large extent slowed down, if not shut down, their operations for several weeks all over the world). Moreover, conducting the needed tests to ensure compliance with the database requirement will also be very complex.

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**ENGINE IN SOCIETY**

A European Interest Representative (EU Transparency Register Id. No. 6284937371-73)

A Non Governmental Organisation in observer status with the UN Economic Commission for Europe (UNECE) and the UN International Maritime Organisation (IMO)

For these reasons, we request a postponement of the 5<sup>th</sup> January 2021 deadline.

We would also like to express one general concern on one aspect mentioned in the Commission's [roadmap](#), which is expected to be the basis of the future strategy: the simplifying & strengthening of the EU regulatory framework on chemicals.

EUROMOT strongly agrees with the principle of regulatory simplification, which can only be beneficial for business and for citizens.

However, when it comes specifically to the regulatory framework on chemicals, we would like to underline that simplification should not lead to any sort of “merging” of (part of) pieces of EU legislation on chemicals. In particular and most importantly, as we expressed already in our response to the Open Public Consultation on the RoHS Directive review (December 2019), **we believe that the RoHS Directive and the REACH Regulation should remain separated.**

Indeed, although both RoHS and REACH include electrical and electronic equipment (EEE) in their scope, their respective focus is different: the focus of REACH is on substances (from manufacture to final use, including use in articles) while RoHS is part of the EU “product legislation” (CE marking) that focuses on the mitigation of impacts at the end of life of EEE (i.e. once they are classified as waste). In other words, REACH considers the intrinsic properties of pure substances as such in all life cycle stages, whereas under RoHS, substances' properties are always considered in their final state as present in the equipment (usually as constituent or alloying element of materials), with a specific focus on the waste phase.

Of course, such a different focus has important implications, as different processes apply, for example concerning:

- Compliance mechanisms: some key RoHS compliance procedures (most notably CE-marking or the declaration of conformity) are not present in REACH.
- Scope restrictions and exemptions:
  - Recommendations made by ECHA committees regarding the authorisation or restriction of specific uses of substances under REACH.
  - Decisions taken by the European Commission and Member States based on technical evaluation of data submitted by industry and stakeholders regarding new restrictions, transition periods or exemptions under ROHS.

**Overall, we believe that such different mechanisms and processes have proven to be effective and adapted to the different nature of these two key pieces of EU legislation on chemicals: that is why we ask the European Commission to keep them separated, including in the context of the EU Chemicals Strategy.**

EUROMOT would like to thank the European Commission for the opportunity to raise these concerns in the context of the Chemicals strategy Roadmap, and reiterates its willingness to contribute to policy and regulatory developments in this area.

**For more information please contact:**

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