

German Bundestag Printed Matter 18/5713

18th legislature

Reply

the Federal Government

to the minor of Deputies Ralph Lenkert, Karin Binder, Heidrun Bluhm, other MPs and the DIE LINKE.

- Printed Matter 18/5569 -

Use of the refrigerant in air conditioning systems of cars R1234yf

Preliminary remarks by the questioner

The highly flammable refrigerant R1234yf of Honeywell and DuPont Company is supported by the German automotive industry favors used in air-conditioning sets. For the refrigerant R1234yf missing for years, a final risk assessment in the context of the REACH substance evaluation.

1. How many of the approved in the Federal Republic of Germany include motor vehicles for Effective from July 1 2015, the refrigerant R1234yf (Please break down by regions, number of vehicles and type)?

The information on the number of vehicles registered until 30 June 2015 in Germany and in the provinces on the manufacturer and trade mark is used in the air conditioning R1234yf, the annexed table (Annex) may be taken.

2. What current knowledge, the federal government on the risk assessment of the refrigerant R1234yf and its fumes and reaction products?

Based on research results and publications of the inputs can be set by R1234yf associated with a greater risk than the use of R134a. For this cause, the material properties of R1234yf (ignition). Nevertheless are no adequate evidence that the extent confirm the suspicion on the occurrence of a serious risk in terms of product safety law that directly engages measures would be appropriate for this. After the Product Safety Act, each automobile is manufac- turers responsible for the safety of its products.

3. Are the Federal Government or its subordinate authorities studies or investigations known that allow a direct quantitative transfer to a real accident of a car with the refrigerant R1234yf?

If yes, which?

4. What results brought the studies or companies referred to in question 3 studies with regard to the health of occupants and rescue teams States relating to the formation of gases and reaction products

a) hydrofluoric acid,

b) carbonyl difluoride

c) and other reaction products?

5. Are the federal government fire tests on vehicles that contain the refrigerant R1234yf known which are suitable according to the Federal Government's view, to contribute to the risk assessment of the refrigerant in terms of a real accident or fire happening, and if so, what?

6. Who after Kenntnisder federal government when mentioned in Question 5 tests conducted?

7. What results brought out in Question 5 tests the knowledge of the Federal Government?

Questions 3 to 7 are jointly described the responses because of their factual connection.

The Federal Government has a variety of studies and examination results (see Table 1). These are either pure substance evaluations as well as to overall vehicle tests with the refrigerant R1234yf. As part of the risk assessment by the Federal Office for Motor Traffic (KBA), the experiments were designed so that its results will be a qualitative transfer to a real accident. As regards the possible formation of reaction products from the combustion of refrigeration means R1234yf has been shown that in some of the scenarios under study, produced in case of fire Hydrogen fluoride. Other substances were not measured. The issue of carbonyl fluoride formation and its share is not fully understood.

In addition, the federal government has announced that the car manufacturers have carried out investigations manufacturers as part of their responsibility for the safety of products own company.

8. Does the federal government plan or its subordinate authorities own tests or comparative tests referred to in Question 5 tests that involve the complete burning of cars, each with the refrigerant R-134a and refrigerant R1234yf?

If so, when?

If not, why not?

The Federal Government or its subordinate authorities are not planning to own tests to "complete burning" of cars. Due to the variety of to be expected harmful combustion products, it is unlikely that a "complete burning" new findings concerning use of fährdungs potential would result from R1234yf ,

9. Are there any knowledge of the Federal Government for monitoring via the release of trifluoroacetic acid in the environment, as they considered it in the reply to the written question on Bundestag printed paper 17/12566 for necessary, and if so, what were the results of this Monitoring so far?

If not, why not?

10. How much is currently trifluoroacetic per year, to the knowledge of the Federal Government in the Federal territory released, and through what processes or from what sources?

Questions 9 and 10 are jointly described the responses because of their factual connection.

On behalf of the federal government has so far been no comprehensive TFA monitoring (TFA - trifluoroacetic acid). After being made aware of the federal government, there are also other no comprehensive monitoring to release in Germany.

The entry amounts of TFA are only partially source accurately and both temporally and spatially hardly associate. As anthropogenic sources of TFA are the thermolysis of fluoropolymers, entries from industrial plants, degradation products of anesthetic agents and released into the atmosphere halogenated gases, seen, for example, due to leakage of refrigeration and air conditioning systems, other. These substances are often transported over long distances, broken down into TFA and registered with rainfall waters. A total amounts balance for Germany is not possible.

From the Scientific Assessment Panel of the Montreal Protocol (SAP) to assess the impact of TFA formation from R1234yf in the coming decades as negligible. Long-term effects require on its assessment of this body of further investigations. The federal government also sees the need for further investigations, in particular at international level and therefore supports further activities of the SAP.

11. What information does the Federal Government on water and water pollution hazards Caused by Trifluoroacetic?

Reference is made to the Annex 2 of the Administrative Regulation polluting substance and Annex VI of Regulation (EC) no. 1272/2008 on classification, labeling and packaging of substances and mixtures.

In this context, moreover, pointed out that the effects of TFA formation from R1234yf in the coming decades are estimated to be negligible (see answer to question 10).

12. How is the knowledge of the Federal Government of the present status of the valuation of R1234yf under the REACH substance evaluation?

13. Has the federal government new knowledge about the schedule of the comitology procedure the European Commission on the draft decision of the German chemicals authorities and over the in the answers to the little questions "Knowledge of the risks of refrigerant R1234yf in air conditioning" in Bundestag printed paper 18/3793 "risks through the use of the refrigerant in air conditioners R1234yf" in Bundestag printed paper 18/2934 formulated knowledge go?

Questions 12 and 13 are together described the responses because of their factual connection.

After the Committee of Member States of the European Chemicals Agency ECHA no agreement had been reached on the German draft decision, the European Commission had the draft for the first time discussed the REACH regulatory committee on 3 December 2014, with the Member States. When regulatory committee on 7 July 2015, the European Commission presented to a draft implementing decision. This was restricted to the demand for a mutagenicity test. The remaining information demands from the German draft decision were not included. After discussion in the Committee of a proposal from the European Commission was adopted by a majority. The other Informationsfor- requirements of the German draft decision will be presented at a later date in the REACH Regulatory Committee by the European Commission, the Member States discussed and put to the vote again.