



## Harmonized Restricted Substances List

The suppliers who are members of the three automotive associations CLEPA (The European Association of Automotive Suppliers), JAPIA (Japan Auto Parts Industries Association) and AIAG (Automotive Industry Action Group) are committed to providing information on restricted substances and have implemented a continuous process for gathering information as necessary to assist their customers in complying with their legal obligations.

Within the worldwide automotive industry in 2004, a globally harmonized list of restricted substances known as the Global Automotive Declarable Substance List (GADSL) was introduced and is used and widely accepted within the global automotive supply chain. This list is maintained and updated regularly by a global working group of experts to ensure that all worldwide upcoming new substance restrictions relevant for automotive components will be evaluated and included subject to consensus.

Using a harmonized and agreed upon set of criteria, the GADSL can be considered to be a comprehensive and complete list of declarable and prohibited substances. The GADSL is an open and independent forum. For a detailed description of the related processes and contact persons, please refer to [www.gadsl.org](http://www.gadsl.org).

Substance restrictions have to be communicated throughout the entire supply chain. All companies within the supply chain need to be able to understand and meet the requirements. In addition, the communication of substance restrictions must be straightforward to ensure quick adaptation and response. Almost all of the automobile manufacturers supply worldwide markets and hence have to meet all worldwide requirements. This can only be ensured using a unique and widely accepted list of restricted substances.

The evaluation of a customer substance list diverging from GADSL is complex and error prone. Additionally, it requires an enormous effort as each party in the supply chain needs to perform this evaluation independently. This is especially burdensome for smaller companies in the supply chain.

CLEPA, AIAG and JAPIA members unanimously support the use of the GADSL as the basis for material data reporting along the supply chain. To ensure that suppliers can meet customers' requirements, the following should be considered:

- The customer should refer to the GADSL only
- If the customer considers additional substances or thresholds to be a matter of restriction, it should use the official application via a dossier to have it added to the GADSL
- Any deviations from GADSL, such as additional substances (e.g. VOC, auxiliary materials) or deviating thresholds, should be reduced to a minimum and handled in an additional section of the company standard

Meeting additional requirements to GADSL is not cost-effective for the entire supply chain.



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**CLEPA** is the European Association of Automotive Suppliers. Seventy-seven of the world's most prominent suppliers for car parts, systems and modules and twenty-nine national trade associations and European sector associations are members of CLEPA, representing more than 3,000 companies, employing more than three million people and covering all products and services within the automotive supply chain.

Based in Brussels, Belgium, CLEPA is recognized as the natural discussion partner by the European Institutions, United Nations and fellow associations (ACEA, OICA, JAMA, MEMA, etc).

**JAPIA** is the Japan Auto Parts Industries Association (JAPIA). JAPIA was established by reorganizing a former auto parts industry association to better serve the public interest in August 1969. A total output of auto parts by JAPIA member companies (451) now amounts to 15trillion yen, and they operate not only in Japan, but also worldwide with over 1300 manufacturing facilities around the world in support of global automobile production activities.

JAPIA has headquarters in Tokyo and three branches: Kanto Branch Office, Chubu Branch Office and Kansai Branch Office. Each member belongs to one of branch offices.

Headquarters conducts various activities as well in coordination with related government agencies and organizations in addition to running each of committees. Each branch, in coordination with committees of the headquarters, is responsible for events initiated by the branch including lectures and plant tours.

**AIAG** The Automotive Industry Action Group is a globally recognized organization founded in 1982, based in the U.S. The purpose is to provide an open forum where members cooperate in developing and promoting solutions that enhances the prosperity of the automotive industry. AIAG's focus is to continuously improve business processes and practices involving trading partners throughout the supply chain.

Under the auspices of AIAG, volunteers from all layers of the supply chain work together to resolve issues critical to the automotive supply chain.