



## Press Release

### THE STRUCTURAL SCARCITY OF POLYAMIDE PA 6.6 PLACES THE AUTOMOTIVE SECTOR IN CONSIDERABLE DIFFICULTY

*Turin, 17th October 2018* - The scarcity of Polyamide PA 6.6 (PA 6.6.) is putting a strain on plastics manufacturers. Due to its technical properties, this resin is being used in a growing number of areas, particularly in electronics but at the same time it is becoming increasingly difficult to find.

PA 6.6 is also widely used in the automotive sector. In fact, since it has very high resistance to high temperatures it is used in internal components of the engine - air supply, cooling and filtration systems - but it is also used in other internal components such as the pedalboard and door handles.

Disruptions to the supply of PA 6.6 are mainly due to the fragility of its supply chain. Today, only 55% of PA 6.6 production capacity is available in Europe and many plastics manufacturers have had to stop their production due to reasons outside their control - accidents in some European plants, planned (and unplanned) stoppages in their production plants. In addition, the increasing demand for PA 6.6 in European markets by some Far-East players has taken away some of the already reduced market availability. Finally, there is another underlying problem: only five high-capacity production sites worldwide produce Adiponitrile (ADN), an important medium for the processing of PA 6.6: one in France, one in Japan and three in the United States.

The PA 6.6 business has always been very tense, with demand being very close to supply and over the next two years the situation will only get worse. With the increase in demand both for the development of light vehicles and the push towards the connectivity revolution, the existing global capacity and the concentration of polyamide production facilities are now insufficient for a market whose purchasing constraints are becoming increasingly tight. In addition, in 2019 there is expected to be a shutdown of about three months at the Butachimie plant for non-routine maintenance and technical upgrading due to growing demand from China. Further strains on this market are therefore expected. Many industries will be looking for production solutions using other materials (e.g. PA6, PBT, etc.), but for some technical applications already in production these are not possible without incurring high costs for equipment modifications.

In order to prevent production lines from being blocked, dialogue between all the stakeholders involved in the supply chain is recommended in order to find alternative and lasting solutions.

Associazione Nazionale Filiera Industria Automobilistica



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Born in March 1912, over these one hundred years, ANFIA mission has always been to represent the interests of its associate members and ensure effective communication between the Italian motor vehicle industries on the one hand, and the Public Administration and Italian political bodies on the other, with regard to all technical, economic, fiscal, legal, statistical and quality-related issues referred to the automotive sector.

The Association is structured in **three product-based Groups**, each one chaired by a President.

**Components:** motor vehicle parts and components manufacturers; **Car Coachbuilders and Designers:** companies working in the sector of design, engineering and style of motor vehicles and/or parts and components for the automotive sector; **Motor vehicles:** motor vehicles manufacturers in general, including trucks, trailers, camper vans, special means of transport and/or intended for special use, such as fitting and specific equipment mounted on motor vehicles.

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