

From: [REDACTED] (ENV)
Sent: mardi 9 octobre 2018 18:20
To: NELEN Sarah (ENV); SCHALLY Hugo-Maria (ENV); [REDACTED] (ENV); [REDACTED] (ENV); [REDACTED] (ENV)
Cc: [REDACTED] (ENV)
Subject: Reports from SUP related meetings this morning: Kotkamills-lined paper cup producers // Airlines: KLM, Easyjet & A4E

Dear colleagues,

[REDACTED] had two SUP proposal related meetings with stakeholders this morning:

- 1) Kotkamills – lined paper cup producers from Finland;
- 2) Airlines: KLM, Easyjet & A4E's first take on the SUP proposal;

I'm summarising main take-aways below.

Meeting with Kotkamills – Finnish producers of lined paper cup (also eg frozen food packaging and hamburger boxes).

Participants: Kotkamills: [REDACTED] (Senior VP) and [REDACTED] (Director, Barrier Boards) & KREAB Strategic Communications [REDACTED]

- Are producing a paper cup with “water-based polymer coatings”. Using “curtain coating” technology apply a total of 7 different coating layers to offer multi-purpose barrier properties. They manage to reduce the plastic part of the cup to around 2% of the total cup (as opposed to 6% in traditional coating). Some of the barriers are fully degrading into water, CO2 etc.
- Their cups can be recycled as part of the normal paper and board waste stream (can then be used to produce eg a folding box for cereals)
- Are also biodegradable in industrial composting facilities (they claim it might be home-composted as well - they will seek a standard).
- They are working towards producing a fully biodegradable cup with wood based lining but it will take another 2-3 years before this is ready to be marketed.
- Believe that the Commission's proposal should distinguish their product from PE and PLA lined cups as its environmental performance is better than the alternatives coated with PE or PLA, especially as regards recyclability.

Meeting with Airlines: KLM ([REDACTED]), Easyjet ([REDACTED]), Airlines for Europe ([REDACTED])

- Were interested in developing a better understanding of the implications of the SUP proposal and the extent to which it would apply to airlines – in particular how it would apply to international flights.
- Their current approach is to try to develop a better understanding of the proposed legislation rather than lobby against (parts of) it.
- Asked whether the plastic food containers they use to serve food would fall within the scope of the Directive.

- Explained that trend has gone towards using single use plastic on aircrafts because it is light and therefore saves fuel. Using eg reusable cutlery instead will likely require changing processes (eg washing infrastructure). Suggested alternatives to using SUP for catering on aircraft would have to be looked at from a lifecycle perspective. They will look into reusable plastic cutlery as well.
- On international flights there is the obligation to burn the catering waste.

Kind regards,

