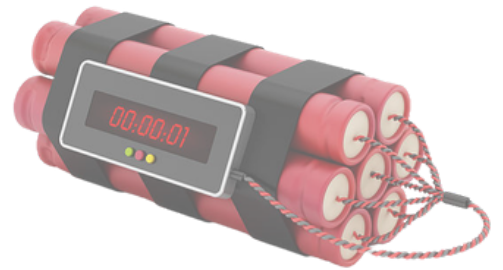




# NATIONAL REFRIGERANTS

## 134a Supply Set to Tighten as F-Gas Quotas Bite – National Refrigerants Launches New Solution



There are currently an estimated 20+ million cars on UK roads still relying on R134a in their air-conditioning systems. However, with the latest round of F-Gas quota reductions, availability of the refrigerant is expected to fall by up to 50% within the next year.

If UK demand for R134a in 2026 remains consistent with previous years, supply could fall around 20% short of market demand, driving significant price increases. A sustained hot summer could place additional pressure on supplies, potentially leading to shortages and leaving some drivers quite literally hot under the collar.

Since 2015, the UK and EU have been subject to HFC quota restrictions designed to accelerate the transition to lower-impact refrigerants. As part of these regulations, from 2017 onwards all new cars sold in Europe and the UK have been required to use refrigerants with a Global Warming Potential (GWP) below 150.

With a GWP of 1,430, R134a no longer met these requirements. As a result, the automotive industry transitioned to R1234yf, which has a GWP of less than 1, making it a far more environmentally responsible option.

The quota system is based on a refrigerant's CO<sub>2</sub>-equivalent impact, meaning refrigerants with higher GWP values consume a greater proportion of the available quota.

Since the system was introduced, quotas have been reduced from 100% to just 31%. The UK is now reviewing next year's planned reduction from 24% to just over 16%, bringing the overall reduction close to 50%.

If these changes proceed, the availability of R134a in 2027 could fall to just 40% of potential demand. In response, National Refrigerants has been working closely with manufacturers to help support the automotive service sector during this transition.

This year the company is launching R456A, a refrigerant with less than half the GWP of R134a, enabling manufacturers to produce significantly more refrigerant within the same quota limits.

R456A is a blend of R134a, R1234ze, and R32, delivering a GWP of 687 while providing performance in vehicle air-conditioning systems comparable to R134a.

Designed as a direct drop-in replacement, R456A requires no system modifications. Service engineers can simply recover the existing refrigerant as part of a standard R134a recharge procedure, then refill the system with R456A, replacing any lost oil as required.

National Refrigerants remains committed to delivering sustainable solutions that help the industry adapt to regulatory change while ensuring UK motorists can keep their cool on the road.



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