European Tyre & Rubber Industry

Statistics

Edition 2016
What is this report: part of the work of ETRMA is that of collecting information and data with regard to the tyre and general rubber goods industry. This report should give you a clear picture of the size of the European Industry and its relations with the rest of the world.

How to use this report: as you can see on the right each section of the report is marked by a colour. These colours will guide you through the report and will help you skipping to the section you want to review.

Our sources: ETRMA used for this report a variety of sources. These include its own members, Eurostat, LMC, ACEA and the International Rubber Study Group.
ETRMA is the leading voice of tyre and rubber goods producers. Since 1959, the Association is devoted to advocating the interests of the tyre and rubber manufacturing industries with the European Union institutions and other international organizations.

ETRMA contributes to ensuring the development, competitiveness and growth of the tyre and rubber industry in contributing to all the initiatives in favour of health, safety & environment protection, transport and road safety and access to third markets in coordination with the European public authorities.

Statistical data are an important element of the knowledge about our sector consisting of a wide range of products, many of which are traded internationally. The product range of our Members is extensive from tyres, construction and automotive rubber goods to pharmaceutical, baby care, etc.

Trade has become a more important and sensitive issue than in the past with emerging countries catching up and rapidly increasing their market share in the EU.

For this reason it is essential to have a complete picture of the tyre and general rubber goods sector through accurate statistics.

For all other information, we invite you to visit our website www.etrma.org or contact the ETRMA secretariat.
This section will run you through the following points:

• Who are the Members of ETRMA;
• Where are their Brussels Offices;
• Where are their European plants;
• ETRMA’s Secretariat.
ETRMA’s Members

Tyre Corporate*

apollo
www.apollovredestein.com

BRIDGESTONE
www.bridgestone.eu

Continental
www.conti-online.com

COOPERTIRES
www.coopertire.co.uk

GOODYEAR DUNLOP EUREPE
www.goodyear.eu

Hankook
www.hankooktire.com

MICHELIN
www.michelin.com

NOKIAN TYRES
www.nokiantyres.com

PIRELLI
www.pirelli.com

TRELLEBORG
www.trelleborg.com

National Associations Affiliated members

BRISA
Tyre Corporate – BRISA
www.brisa.com.tr

MARANGONI
Tyre Corporate – MARANGONI
www.marangoni.com

BTMA
National Association – UK: BTMA
www.btmauk.com

HTA
Hungarian Tire Association
www.hta.org.hu

* Mitas was bought by Trelleborg in 2016
ETRMA’s Secretariat

The Secretary General, Fazilet Cinaralp

Mirella Larsen, Office Manager

TO BE ANNOUNCED, Coordinator Environment and Transport

Heinz-Jürgen Schmidt, Director, Europool

Jean Pierre Taverne, ELT EU Coordinator & Circular Economy

Meglena Mihova, Coordinator Chemicals, Materials & HS

Marta Conti, Manager, Trade, Communication and Parliamentary Affairs
2014/2015 Key Figures

ETRMA

VEHICLE DATA from 2008 to 2015 and beyond

GENERAL RUBBER GOODS Production and Trade

TYRES: Production, Sales and Trade

RUBBER

Appendix: Export and Import Tariffs
2014/2015 Key Figures

**Imports in B €**
- +6.0%
- +3.0%
- +11.8%

**Exports in B €**
- +4.1%
- +5.5%
- +2.3%

**Imports in million of tyres**
- +6.2%
- +6.0%
- +10.7%

**Exports in million of tyres**
- +9.0%
- +9.7%
- +1.7%

**Vehicle parc in million of units**
- +0.0%
- +0.6%

**Tyre sales in million of units**
- +5.3%
- +5.7%

Source: ETRMA
Vehicle Data

ETRMA

2014/2015 Key Figures

VEHICLE DATA from 2008 to 2015 and beyond

GENERAL RUBBER GOODS Production and Trade

TYRES: Production, New and Retread Sales, Trade and End of Life

RUBBER

Appendix: Export and Import Tariffs
**Evolution of car parc on world major markets**

*Source: LMC/in 000.000 passenger cars*

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*Europe includes all of Eastern, Central and Western Europe*

**India**: in 2015, LMC removed the double counting of some buses. Furthermore, CV imports have also been reduced to bring them in line with official trade data.

**NAFTA**: double counting of buses was also removed from NAFTA. Furthermore, pick-up trucks were removed from LCV segment and placed in the PC one, correcting also historical data.
## Evolution of Commercial Vehicle parc on world major markets

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*Europe includes all of Eastern, Central and Western Europe

**LMC data were modified as explained in page 12.
Sales and imports of passenger cars, LCV and MHCV in the EU and the world

Source: LMC*, ACEA and Eurostat/in 000.000 units

*LMC data were modified as explained in page 11.
Production of passenger cars, LCV and MHCV - major markets

Source: LMC */in 000.000 units

*LMC data were modified as explained in page 11.
### Evolution of GRG production

Source: ETRMA/in 000 tonnes

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<td>453</td>
<td>398</td>
<td>330</td>
<td>280</td>
<td>375</td>
<td>390</td>
<td>340</td>
<td>330</td>
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<td>344</td>
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<tr>
<td>Germany</td>
<td>582</td>
<td>667</td>
<td>793</td>
<td>770</td>
<td>610</td>
<td>770</td>
<td>830</td>
<td>800</td>
<td>785</td>
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<td>259</td>
<td>223</td>
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<td>232</td>
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*Custom Code: 4005, 4006, 4007, 4008, 4009, 4010, 4014, 4015, 4016, and 4017*
<table>
<thead>
<tr>
<th>Rank 2015</th>
<th>Rank 2014</th>
<th>Company</th>
<th>Headquarters</th>
<th>2015 Non tyre rubber sales in $M</th>
<th>2014 Non tyre rubber sales in $M</th>
<th>Variation</th>
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<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>Continental Ag</td>
<td>Germany</td>
<td>5,3</td>
<td>4,7</td>
<td>↑ 13%</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>Hutchinson SA</td>
<td>France</td>
<td>4,3</td>
<td>4,6</td>
<td>↓ -7%</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>Freudenberg Group(^{(e)})</td>
<td>Germany</td>
<td>3,7</td>
<td>4,2</td>
<td>↓ -12%</td>
</tr>
<tr>
<td>4</td>
<td>6</td>
<td>Cooper Standard Auto</td>
<td>USA</td>
<td>3,3</td>
<td>3,2</td>
<td>↑ 3%</td>
</tr>
<tr>
<td>5</td>
<td>4</td>
<td>Sumitomo Riko (^{(e)})</td>
<td>Japan</td>
<td>3,1</td>
<td>3,5</td>
<td>↓ -11%</td>
</tr>
<tr>
<td>6</td>
<td>5</td>
<td>Bridgestone Corp. (^{(e)})</td>
<td>Japan</td>
<td>3,1</td>
<td>3,4</td>
<td>↑ 3%</td>
</tr>
<tr>
<td>7</td>
<td>7</td>
<td>Gates Corp (^{(e)})</td>
<td>USA</td>
<td>3</td>
<td>3.1</td>
<td>↓ -11%</td>
</tr>
<tr>
<td>8</td>
<td>8</td>
<td>NOK Inc. (^{(e)})</td>
<td>Japan</td>
<td>2,9</td>
<td>2,9</td>
<td>↓ -9%</td>
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<tr>
<td>9</td>
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<td>Parker-Hannifin Corp (^{(e)})</td>
<td>USA</td>
<td>2,5</td>
<td>2,6</td>
<td>0%</td>
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<td>10</td>
<td>9</td>
<td>Trelleborg AB</td>
<td>Sweden</td>
<td>2,5</td>
<td>2,7</td>
<td>↑ 4%</td>
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\(^{(e)}\)= estimate
ETRMA members account for:

- 86 tyre plants
- 16 R&D centres
- 11 HQs
### EU Tyre Production and Ranking of World Tyre Companies' Sales

**Source:** ETRMA/000 tonnes and Tyre and Accessories

#### 2015 Tyre Production and Sales

<table>
<thead>
<tr>
<th></th>
<th>2014</th>
<th>Company</th>
<th>Headquarter</th>
<th>2015 sales in €M</th>
<th>2014 sales in €M</th>
<th>Variation</th>
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<td>1</td>
<td>Bridgestone(e)</td>
<td>Japan</td>
<td>24.233</td>
<td>21.300</td>
<td>+14%</td>
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<tr>
<td>2</td>
<td>2</td>
<td>Michelin (e)</td>
<td>France</td>
<td>20.775</td>
<td>19.161</td>
<td>+8%</td>
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<tr>
<td>3</td>
<td>3</td>
<td>Goodyear(e)</td>
<td>USA</td>
<td>15.103</td>
<td>14.939</td>
<td>+1%</td>
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<tr>
<td>4</td>
<td>4</td>
<td>Continental(e)</td>
<td>Germany</td>
<td>10.387</td>
<td>9.784</td>
<td>+6%</td>
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<td>5</td>
<td>Pirelli</td>
<td>Italy</td>
<td>6.300</td>
<td>6.007</td>
<td>+5%</td>
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<td>6</td>
<td>7</td>
<td>Sumitomo</td>
<td>Japan</td>
<td>5.587</td>
<td>5.035</td>
<td>+11%</td>
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<td>Hankook</td>
<td>South Korea</td>
<td>5.018</td>
<td>5.041</td>
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<td>8</td>
<td>8</td>
<td>Yokohama</td>
<td>Japan</td>
<td>3.820</td>
<td>3.426</td>
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<td>Maxxis</td>
<td>Taiwan</td>
<td>3.262</td>
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<td>10</td>
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<td>Giti</td>
<td>Singapore</td>
<td>2.762</td>
<td>2.754</td>
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### EU Tyre Production Growth Rates

- +4.1%
- -7.1%
- -24.7%
- +26.1%
- +6.7%
- -4.6%
- +2.0%
- +2.8%
- +2.1%
Europe Commercial and Truck/Bus Tyre Market

Source: Europool and Eurostat

Cars and light truck tyres
HSCODE: 4011.1000; 40112010

Truck and bus tyres
HS Code: 4011.2090

2003 2005 2007 2009 2010 2011 2012 2013 2014 2015 2016 (F)

Total Market
ETRMA Members
Europe Moto/Scooter and Agri Tyre Market

Source: Europool and Eurostat/ ‘000 units

Motorcycle and scooter tyres sales in the EU

Agricultural tyres sales in the EU
Retreaded truck tyres

<table>
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<th>Year</th>
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<td>2007</td>
<td>5.800</td>
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<tr>
<td>2008</td>
<td>5.193</td>
</tr>
<tr>
<td>2009</td>
<td>4.561</td>
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<td>2010</td>
<td>5.546</td>
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<td>2011</td>
<td>5.567</td>
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<td>4.978</td>
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<td>4.867</td>
</tr>
<tr>
<td>2014</td>
<td>4.699</td>
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<tr>
<td>2015</td>
<td>4.406</td>
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### Imports of passenger and light vehicles tyres

**Source:** Eurostat/ Trade in 000 units

#### Total Imports and main import origins

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<thead>
<tr>
<th>Year</th>
<th>Total Imports</th>
<th>Chinese Imports</th>
<th>ASEAN</th>
<th>SOUTH KOREA</th>
<th>JAPAN</th>
<th>Russia+Ukraine</th>
<th>Total Exports</th>
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<td>83.272</td>
<td>51.289</td>
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<td>47.894</td>
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<td>2006</td>
<td>88.055</td>
<td>55.452</td>
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</table>

*Imports from these five countries constitute 79% of all EU imports.*
Exports of passenger and light vehicles tyres

Source: Eurostat/ Trade in 000 units

Total Exports and main export destinations

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Exports</th>
<th>NAFTA</th>
<th>Non-EU Europe</th>
<th>Russia+Ukraine</th>
<th>Africa</th>
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<th>Middle East</th>
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</table>
Imports of truck and bus tyres

Source: Eurostat/ Trade in 000 units

Total Imports and main import origin

Imports from these five countries constitute 83% of all EU imports
Exports of truck and bus tyres

Source: Eurostat/ Trade in 000 units

Total Exports and main export destinations

- Total exports
- NAFTA
- Russia+Ukraine
- Africa
- Non-EU Europe
- Latin America
- Middle East
- India

<table>
<thead>
<tr>
<th>Year</th>
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<th>Africa</th>
<th>Non-EU Europe</th>
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Imports of moto/scooter tyres*

Source: Eurostat/ import and exports in 000 units *HS Code: 4011.4000 to 4011.4020 + 4011.4080 + 4011.4091 + 4011.4099

Total Imports and main import origin

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Imports</th>
<th>ASEAN</th>
<th>Latin America</th>
<th>Japan</th>
<th>CHINA</th>
<th>SOUTH KOREA</th>
<th>Total exports</th>
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<td>2,366</td>
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<td>2,319</td>
<td>2,319</td>
<td>2,319</td>
</tr>
</tbody>
</table>
Exports of moto/scootertyres*

Source: Eurostat/ import and exports in 000 units  *HS Code: 4011.4000 to 4011.4020 + 4011.4080 + 4011.4091 + 4011.4099

Total Exports and main export destination

- Total Exports
- NAFTA
- Non-EU Europe
- ASEAN
- Latin America
- Japan
- Africa

Year:
- 2005: 2.203
- 2006: 2.522
- 2007: 2.702
- 2008: 2.381
- 2009: 2.134
- 2010: 2.128
- 2011: 2.319
- 2012: 2.466
- 2013: 2.691
- 2014: 2.664
- 2015: 3.052
Total Imports and main import origins

<table>
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<tr>
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<th>ASEAN</th>
<th>Non-EU Europe</th>
<th>Total exports</th>
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</table>

Source: Eurostat/ import and exports in 000 units

*HS Code: 4011.6100 and 4011.9200
Exports of agricultural tyres*

Source: Eurostat/ import and exports in 000 units

*HS Code: 4011.6100 and 4011.9200

Total Exports and main export destinations

- Total Exports
- Non-EU Europe
- NAFTA
- Africa
- Russia+Ukraine
- Latin America
- Japan

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Exports</th>
<th>Non-EU Europe</th>
<th>NAFTA</th>
<th>Africa</th>
<th>Russia+Ukraine</th>
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<td>544</td>
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<td>2008</td>
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<tr>
<td>2010</td>
<td>468</td>
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<tr>
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</table>
Trade Balance – all tyre types

Source: Eurostat/ trade balance in EUR Million

Evolution Trade Balance /tyre type


Consumer Tyres  Truck&Bus Tyres  Agricultural Tyres  Moto Tyres
“Rest of Europe” includes the following countries: Albania, Bosnia, Switzerland, Croatia, Iceland, Moldova, Montenegro, Norway, Kosovo, Serbia, Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Liechtenstein.
Tyre Import / export with China

Cars and light truck tyres

Truck and bus tyres

Source: Eurostat/000 units
Tyre Import / export with India

Cars and light truck tyres

Source: Eurostat/000 units

Truck and bus tyres
Tyre Import / export with Japan

Cars and light truck tyres

Source: Eurostat/000 units

Truck and bus tyres

EU Imports
EU Exports
Tyre Import / export with Republic of Korea

Source: Eurostat/000 units

Cars and light truck tyres

- EU Imports
- EU Exports

Truck and bus tyres

- EU Imports
- EU Exports

Cars and light truck tyres:
- 2007: -12%
- 2008: -5%
- 2009: -10%
- 2010: -22%
- 2011: -15%
- 2012: +15%
- 2013: +17%
- 2014: -3%
- 2015: +4%

Truck and bus tyres:
- 2007: +4%
- 2008: -5%
- 2009: -5%
- 2010: +19%
- 2011: +6%
- 2012: -6%
- 2013: -3%
- 2014: +7%
- 2015: +7%
Cars and light truck tyres

Source: Eurostat/000 units – EU28

Truck and bus tyres

Imports Indonesia, Imports Thailand, Imports Philippines, Other ASEAN imports, EU Total Exports to ASEAN.
Tyre Import / export with GCC

Cars and light truck tyres

Truck and bus tyres

Source: Eurostat/000 units
Cars and light truck tyres

Tyre Import / export with Mercosur

Truck and bus tyres

Source: Eurostat/000 units
Cars and light truck tyres

Truck and bus tyres

Source: Eurostat/000 units
EU Total and breakdown of consumption of rubber

Source: IRSG /000 tonnes

EU GRG demand of NR
EU Tyre demand of NR

EU GRG Demand of SR
EU Tyre demand of SR
Natural rubber export to EU from key countries

Source: Eurostat/ 000 tonnes

[Chart showing natural rubber export to EU from key countries from 2007 to 2015. Key countries include Rest of the world, Cameroon, Cote d'Ivoire, Vietnam, Malaysia, Thailand, and Indonesia.]
Natural rubber consumption in key countries

Source: IRSG/000 tonnes

<table>
<thead>
<tr>
<th>Year</th>
<th>Rest of the world</th>
<th>USA</th>
<th>Japan</th>
<th>India</th>
<th>China</th>
<th>EU 28</th>
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<td>9%</td>
<td>9%</td>
<td>6%</td>
<td>4%</td>
</tr>
<tr>
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<td>10%</td>
<td>9%</td>
<td>9%</td>
<td>6%</td>
<td>4%</td>
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<tr>
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<td>9%</td>
<td>9%</td>
<td>6%</td>
<td>4%</td>
</tr>
<tr>
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<td>9%</td>
<td>9%</td>
<td>6%</td>
<td>4%</td>
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<td>7%</td>
<td>9%</td>
<td>9%</td>
<td>6%</td>
<td>4%</td>
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<td>7%</td>
<td>9%</td>
<td>9%</td>
<td>6%</td>
<td>4%</td>
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<tr>
<td>2013</td>
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<td>6%</td>
<td>4%</td>
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<tr>
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<td>31%</td>
<td>7%</td>
<td>9%</td>
<td>9%</td>
<td>6%</td>
<td>4%</td>
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<tr>
<td>2015</td>
<td>31%</td>
<td>7%</td>
<td>9%</td>
<td>9%</td>
<td>6%</td>
<td>4%</td>
</tr>
</tbody>
</table>

Graph showing percentage consumption by country from 2004 to 2015.
Synthetic rubber consumption in key countries

Source: IRSG/000 tonnes
Appendix: Export and Import Tariffs

ETRMA

2014/2015 Key Figures

VEHICLE DATA from 2008 to 2015 and beyond

GENERAL RUBBER GOODS Production and Trade

TYRES: Production, New and Retread Sales, Trade and End of Life

RUBBER
# Export and import tariffs for tyres

**Source:** export duties, [www.madb.europa.eu](http://www.madb.europa.eu); import tariffs, TARIC database

## When exporting from the EU to the trading partner country

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<th>Code</th>
<th>Products</th>
<th>Argentina</th>
<th>Brazil</th>
<th>Canada</th>
<th>China</th>
<th>Colombia</th>
<th>India</th>
<th>Indonesia</th>
<th>Japan</th>
<th>Korea</th>
<th>Malaysia</th>
<th>Paraguay</th>
<th>Peru</th>
<th>Russia</th>
<th>Singapore</th>
<th>Thailand</th>
<th>Ukraine</th>
<th>Uruguay</th>
<th>USA</th>
<th>Vietnam</th>
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</thead>
<tbody>
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<td>16%</td>
<td>7%(^1)</td>
<td>10%</td>
<td>10%</td>
<td>10%</td>
<td>15%</td>
<td>0%</td>
<td>0%</td>
<td>40%</td>
<td>5%</td>
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<td>10%</td>
<td>0-10%</td>
<td>16%</td>
<td>3.4-4%(^1)</td>
<td>25%</td>
</tr>
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<td>16%</td>
<td>7%(^1)</td>
<td>8-10%</td>
<td>10%</td>
<td>10%</td>
<td>15%</td>
<td>0%</td>
<td>0%</td>
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<td>7%</td>
<td>16%</td>
<td>3.4-4%(^1)</td>
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<td>15%</td>
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<td>10%</td>
<td>15%</td>
<td>0%</td>
<td>0%</td>
<td>30%</td>
<td>16%</td>
<td>0%</td>
<td>5%</td>
<td>0%</td>
<td>10%</td>
<td>10%</td>
<td>16%</td>
<td>0%</td>
<td>35%</td>
</tr>
<tr>
<td>4011.61/92</td>
<td>Agro Tyres</td>
<td>16%</td>
<td>16%</td>
<td>0-6.5%</td>
<td>6-25%</td>
<td>10-0%</td>
<td>10%</td>
<td>15%</td>
<td>0%</td>
<td>0%</td>
<td>30%</td>
<td>16%</td>
<td>0%</td>
<td>5%</td>
<td>0%</td>
<td>10%</td>
<td>10%</td>
<td>16%</td>
<td>0%</td>
<td>15-20%</td>
</tr>
</tbody>
</table>

\(^1\) Of Free-on-Board (FOB) value
\(^2\) But not less than €4.34/unit

## When importing from the trading partner country to the EU

<table>
<thead>
<tr>
<th>Code</th>
<th>Products</th>
<th>Argentina</th>
<th>Brazil</th>
<th>Canada</th>
<th>China</th>
<th>Colombia</th>
<th>India(^1)</th>
<th>Indonesia(^1)</th>
<th>Japan</th>
<th>Korea</th>
<th>Malaysia</th>
<th>Paraguay(^2)</th>
<th>Peru</th>
<th>Russia</th>
<th>Singapore</th>
<th>Thailand</th>
<th>Ukraine(^1)</th>
<th>Uruguay</th>
<th>USA</th>
<th>Vietnam(^1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4011.10</td>
<td>Car Tyres</td>
<td>4.5%</td>
<td>4.5%</td>
<td>4.5%</td>
<td>4.5%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>4.5%</td>
<td>0%</td>
<td>0%</td>
<td>4.5%</td>
<td>0%</td>
<td>4.5%</td>
<td>4.5%</td>
<td>4.5%</td>
<td>0%</td>
<td>4.5%</td>
<td>4.5%</td>
<td>0%</td>
</tr>
<tr>
<td>4011.20</td>
<td>MHV Tyres</td>
<td>4.5%</td>
<td>4.5%</td>
<td>4.5%</td>
<td>4.5%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>4.5%</td>
<td>0%</td>
<td>0%</td>
<td>4.5%</td>
<td>0%</td>
<td>4.5%</td>
<td>4.5%</td>
<td>4.5%</td>
<td>0%</td>
<td>4.5%</td>
<td>4.5%</td>
<td>0%</td>
</tr>
<tr>
<td>4011.40</td>
<td>Moto Tyres</td>
<td>4.5%</td>
<td>4.5%</td>
<td>4.5%</td>
<td>4.5%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>4.5%</td>
<td>0%</td>
<td>0%</td>
<td>4.5%</td>
<td>0%</td>
<td>4.5%</td>
<td>4.5%</td>
<td>4.5%</td>
<td>0%</td>
<td>4.5%</td>
<td>4.5%</td>
<td>0%</td>
</tr>
<tr>
<td>4011.61/92</td>
<td>Agro Tyres</td>
<td>4%</td>
<td>4%</td>
<td>4%</td>
<td>4%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>4%</td>
<td>0%</td>
<td>0%</td>
<td>4%</td>
<td>0%</td>
<td>4%</td>
<td>4%</td>
<td>4%</td>
<td>0%</td>
<td>4%</td>
<td>4%</td>
<td>0%</td>
</tr>
</tbody>
</table>

\(^1\) GSP Beneficiary
\(^2\) GSP+
Export and import tariffs for GRG

When exporting from the EU to the trading partner country

<table>
<thead>
<tr>
<th>Code</th>
<th>Products</th>
<th>Argentina</th>
<th>Brazil</th>
<th>Canada</th>
<th>China</th>
<th>Colombia</th>
<th>India</th>
<th>Indonesia</th>
<th>Japan</th>
<th>Korea</th>
<th>Malaysia</th>
<th>Paraguay</th>
<th>Peru</th>
<th>Russia</th>
<th>Singapore</th>
<th>Thailand</th>
<th>Ukraine</th>
<th>Uruguay</th>
<th>USA</th>
<th>Vietnam</th>
</tr>
</thead>
<tbody>
<tr>
<td>4008</td>
<td>Plates, sheets, strips, rods, profile shapes</td>
<td>14%</td>
<td>14%</td>
<td>0,0</td>
<td>8%</td>
<td>0-10%</td>
<td>10%</td>
<td>5%</td>
<td>0%</td>
<td>0-1.3%</td>
<td>5-30%</td>
<td>11-14%</td>
<td>0%</td>
<td>5%</td>
<td>0%</td>
<td>5-30%</td>
<td>0-5%</td>
<td>14%</td>
<td>0-3%</td>
<td>3%</td>
</tr>
<tr>
<td>4009</td>
<td>Tubes, pipes, hoses</td>
<td>14%</td>
<td>14%</td>
<td>0,0</td>
<td>10-10,5%</td>
<td>0-5%</td>
<td>10%</td>
<td>5%</td>
<td>2,3-2,5%</td>
<td>0-1.3%</td>
<td>30%</td>
<td>10%</td>
<td>0%</td>
<td>0-3%</td>
<td>0%</td>
<td>5-10%</td>
<td>0-10%</td>
<td>14%</td>
<td>2,5%</td>
<td>3%</td>
</tr>
<tr>
<td>4010</td>
<td>Conveyor and transmission belts</td>
<td>14%</td>
<td>14%</td>
<td>0%</td>
<td>8-10%</td>
<td>0%</td>
<td>10%</td>
<td>5%</td>
<td>1,9%</td>
<td>0-1.3%</td>
<td>30%</td>
<td>10-14%</td>
<td>0%</td>
<td>5%</td>
<td>0%</td>
<td>10%</td>
<td>0-10%</td>
<td>14%</td>
<td>1,9-8%</td>
<td>7,5-22.5%</td>
</tr>
<tr>
<td>4015</td>
<td>Gloves</td>
<td>16%</td>
<td>16%</td>
<td>10-15,5%</td>
<td>8-18%</td>
<td>0-14,5%</td>
<td>10%</td>
<td>10%</td>
<td>0%</td>
<td>0-15%</td>
<td>16%</td>
<td>0-6%</td>
<td>10%</td>
<td>0%</td>
<td>10%</td>
<td>5-10%</td>
<td>16%</td>
<td>0-4%</td>
<td>5-20%</td>
<td></td>
</tr>
</tbody>
</table>

1 Of Free-on-Board (FOB) value

When importing from the trading partner country to the EU

<table>
<thead>
<tr>
<th>Code</th>
<th>Products</th>
<th>Argentina</th>
<th>Brazil</th>
<th>Canada</th>
<th>China</th>
<th>Colombia</th>
<th>India</th>
<th>Indonesia</th>
<th>Japan</th>
<th>Korea</th>
<th>Malaysia</th>
<th>Paraguay</th>
<th>Peru</th>
<th>Russia</th>
<th>Singapore</th>
<th>Thailand</th>
<th>Ukraine</th>
<th>Uruguay</th>
<th>USA</th>
<th>Vietnam</th>
</tr>
</thead>
<tbody>
<tr>
<td>4008</td>
<td>Plates, sheets, strips, rods, profile shapes</td>
<td>2,9-3%</td>
<td>0%</td>
<td>2,9-3%</td>
<td>2,9-3%</td>
<td>0%</td>
<td>0%</td>
<td>2,9-3%</td>
<td>0%</td>
<td>2,9-3%</td>
<td>0%</td>
<td>2,9-3%</td>
<td>0%</td>
<td>2,9-3%</td>
<td>2,9-3%</td>
<td>2,9-3%</td>
<td>2,9-3%</td>
<td>2,9-3%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>4009</td>
<td>Tubes, pipes, hoses</td>
<td>3%</td>
<td>0%</td>
<td>3%</td>
<td>3%</td>
<td>0%</td>
<td>0%</td>
<td>3%</td>
<td>0%</td>
<td>3%</td>
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<td>3%</td>
<td>0%</td>
<td>3%</td>
<td>0%</td>
<td>3%</td>
<td>3%</td>
<td>3%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>4010</td>
<td>Conveyor and transmission belts</td>
<td>6,5%</td>
<td>0%</td>
<td>6,5%</td>
<td>6,5%</td>
<td>0%</td>
<td>0%</td>
<td>6,5%</td>
<td>0%</td>
<td>6,5%</td>
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<td>6,5%</td>
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<td>6,5%</td>
<td>6,5%</td>
<td>0%</td>
<td>6,5%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>4015</td>
<td>Gloves</td>
<td>2,0-5%</td>
<td>0%</td>
<td>2,0-5%</td>
<td>2-5%</td>
<td>0%</td>
<td>0%</td>
<td>2,0-5%</td>
<td>0%</td>
<td>2,0-5%</td>
<td>0%</td>
<td>2,0-5%</td>
<td>0%</td>
<td>2,0-5%</td>
<td>2,0-5%</td>
<td>2,0-5%</td>
<td>2,0-5%</td>
<td>2,0-5%</td>
<td>0%</td>
<td></td>
</tr>
</tbody>
</table>

1 GSP Beneficiary
2 GSP+