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 will 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:
Each section of is colour-marked. 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, OICA & the IRSG
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 towards 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.

N.B.: data originating from industry sources is regularly updated. Therefore, there may be discrepancies with historic data shown in this booklet.
## The European Tyre and Rubber Industry

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<thead>
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<th>ETRMA</th>
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<td>2017/2018 Key Figures</td>
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<td>VEHICLE INDUSTRY DATA</td>
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<td>GENERAL RUBBER GOODS Production and Trade</td>
</tr>
<tr>
<td>TYRES: Production, New and Retread Sales, Trade and End of Life</td>
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<td>RUBBER</td>
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<tr>
<td>Appendix: Export and Import Tariffs</td>
</tr>
</tbody>
</table>
ETRMA’s Members

Tyre Corporate

www.apollovredestein.com
www.conti-online.com
www.goodyear.eu
www.michelin.com
www.pirelli.com
www.trelleborg.com

www.bridgestone.eu
www.coopertire.co.uk
www.hankooktire.com
www.nokiantyres.com
www.srigroup.co.jp

National Associations Affiliated members

www.essenscia.be
www.ALLED
www.wdk.de
www.kumiteollisuus.fi
www.federazionegommaplastica.it
www.consorciocauchoesp

www.brisa.com.tr
www.marangoni.com
www.prometeon.com
www.btmauk.com
www.hta.org.hu
www.pzpo.org.pl
ETRMA

2017/2018 Key Figures

VEHICLE INDUSTRY DATA

GENERAL RUBBER GOODS Production and Trade

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

RUBBER

Appendix: Export and Import Tariffs
Sales and imports of passenger cars, LCV and MHCV in the EU and the world

Source: ACEA and Eurostat/in ‘000.000 units

Passenger Cars

- EU Sales
- TOTAL world sales
- Imports % of EU sales
- EU % of world sales

Commercial Vehicles

- EU Sales
- TOTAL world sales
- Imports % of EU sales
- EU % of world sales
Production of passenger cars, LCV and MHCV - major markets

Source: OICA/ in ‘000 units

**Light Duty Vehicles**
- NAFTA
- China
- Europe
- India
- Rest of the world

**Heavy duty vehicles**
- NAFTA
- China
- Europe
- India
- Rest of the world

Production of passenger cars, LCV and MHCV - major markets

Source: OICA/ in ‘000 units

**Light Duty Vehicles**
- NAFTA
- China
- Europe
- India
- Rest of the world

**Heavy duty vehicles**
- NAFTA
- China
- Europe
- India
- Rest of the world
General Rubber Goods (GRGs) in Europe are a high technology enabler for other industries from the automotive industry to pharmaceutical one.

In 2018, the production of GRGs remained mostly stable.

Export and imports of General Rubber Goods grew in 2017 and 2018 in parallel, after a couple of years of receding data.

The distribution of imports and exports amongst the world’s markets remain mostly unchanged.
### Evolution of GRG production*

<table>
<thead>
<tr>
<th>Year</th>
<th>France</th>
<th>Germany</th>
<th>Italy</th>
<th>Spain</th>
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<td>398</td>
<td>793</td>
<td>392</td>
<td>232</td>
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<td>2008</td>
<td>330</td>
<td>770</td>
<td>354</td>
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<td>2009</td>
<td>280</td>
<td>610</td>
<td>264</td>
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<tr>
<td>2010</td>
<td>375</td>
<td>770</td>
<td>290</td>
<td>178</td>
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<td>2011</td>
<td>390</td>
<td>830</td>
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<td>340</td>
<td>800</td>
<td>223</td>
<td>168</td>
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<tr>
<td>2013</td>
<td>330</td>
<td>785</td>
<td>223</td>
<td>172</td>
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<tr>
<td>2014</td>
<td>340</td>
<td>800</td>
<td>225</td>
<td>180</td>
</tr>
<tr>
<td>2015</td>
<td>344</td>
<td>785</td>
<td>229</td>
<td>193</td>
</tr>
<tr>
<td>2016</td>
<td>353</td>
<td>780</td>
<td>223</td>
<td>202</td>
</tr>
<tr>
<td>2017</td>
<td>344</td>
<td>815</td>
<td>221</td>
<td>207</td>
</tr>
<tr>
<td>2018</td>
<td>325</td>
<td>820</td>
<td>225</td>
<td>215</td>
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*Custom Code: 4005, 4006, 4007, 4008, 4009, 4010, 4014, 4015, 4016, and 4017*
# Top 10 global GRG companies

Source: ERJ

<table>
<thead>
<tr>
<th>Rank 2017</th>
<th>Rank 2018</th>
<th>Company</th>
<th>Headquarters</th>
<th>2017 Non tyre rubber sales in $M</th>
<th>2018 Non tyre rubber sales in $M</th>
<th>Variation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>Continental Ag(e)</td>
<td>Germany</td>
<td>6,45</td>
<td>6,80</td>
<td>5%</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>Freudenberg Group(e)</td>
<td>Germany</td>
<td>6,32</td>
<td>6,68</td>
<td>6%</td>
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<tr>
<td>3</td>
<td>3</td>
<td>Hutchinson SA</td>
<td>France</td>
<td>4,63</td>
<td>5,78</td>
<td>25%</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>Sumitomo Riko (e)</td>
<td>Japan</td>
<td>3,92</td>
<td>4,04</td>
<td>3%</td>
</tr>
<tr>
<td>5</td>
<td>5</td>
<td>CooperStandardAuto(e)</td>
<td>USA</td>
<td>3,44</td>
<td>3,45</td>
<td>0%</td>
</tr>
<tr>
<td>8</td>
<td>6</td>
<td>Gates Corp (e)</td>
<td>USA</td>
<td>3,04</td>
<td>3,35</td>
<td>10%</td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>Bridgestone Corp. (e)</td>
<td>Japan</td>
<td>3,09</td>
<td>3,31</td>
<td>7%</td>
</tr>
<tr>
<td>7</td>
<td>8</td>
<td>NOK Inc. (e)</td>
<td>Japan</td>
<td>3,06</td>
<td>3,26</td>
<td>7%</td>
</tr>
<tr>
<td>11</td>
<td>9</td>
<td>Parker Hannigin Corp.</td>
<td>US</td>
<td>2,40</td>
<td>2,86</td>
<td>19%</td>
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<td>10</td>
<td>10</td>
<td>Trelleborg AB(e)</td>
<td>Sweden</td>
<td>2,64</td>
<td>2,81</td>
<td>6%</td>
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</tbody>
</table>

*(e)= estimate
Import and exports in M€

EU imports

EU exports

- Other
- Non EU Europe
- South Korea
- Japan
- India
- Russia Ukraine
- Indonesia
- China
- United States
- Spain
- Brazil
- Thailand
- Malaysia
- United Arab Emirates

°HS Codes: 4007, 4008, 4009, 4010, 4014, 4015, 4016.9100, 4016.9200, 4016.9300

Import and exports in tonnes

Source: Eurostat
The tyre industry has a strong and stable presence in the EU, with new investments being made, especially in Central and Eastern Europe.

Tyre production in Europe remains stable and some new players are entering the top ten of world manufacturers for turnover. 7 of these are ETRMA members and all ETRMA Members pulled together, count for 73% of the industry's global turnover.

ETRMA's members sales remained stable in 2018, but the market shrank for truck and bus tyres and for agricultural tyres. The retreading market slightly increased in 2018, for the first time since 2011.

When looking at imports and exports, imports generally kept increasing, whilst exports decreased for all segments. Exports remains strongly reliant on NAFTA, non-EU European countries, Russia, Ukraine and Turkey.

With regard to imports of PC Tyres, China alone makes up for 48% of all EU imports and in 2018, Chinese exports to the EU went up by almost 10%. Chinese exports to the EU are now more than the total of EU exports to the rest of the world.

As for TB Tyres, imports from China decreased by 52% - as a result of anti-dumping duties. Imports from ASEAN (especially Thailand), South Korea and Turkey partially filled in the gap in the market.

For Moto tyres, ASEAN countries remain the most important importers.

For Agri tyres, Indian imports constitute 43% of all imports.
ETRMA members account for

- **93 tyre plants**, including retreading*
- **17 R&D centres**
- **14 HQs**

* Only retreading operations belonging to ETRMA Members

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**Map of ETRMA’s tyre company plants**

**Situation at June 2019**

- **AV**= Apollo Vredestein
- **BS**= Bridgestone
- **Bri**= Brisa
- **CN**= Continental
- **CO**= Cooper
- **GD**= Goodyear Dunlop
- **HK**= Hankook
- **MA**= Marangoni
- **MI**= Michelin
- **NK**= Nokian
- **PI**= Pirelli
- **PR**= Prometeon
- **SU**= Sumitomo
- **TWS**= Trelleborg Wheel Systems

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* * means only retreading operations belonging to ETRMA Members.
EU tyre production and ranking of world tyre companies’ sales

Source: ETRMA/'000.000 tonnes and Tyre and Accessories

<table>
<thead>
<tr>
<th>2017</th>
<th>2018</th>
<th>Company</th>
<th>Headquarter</th>
<th>2017 sales in €M</th>
<th>2018 sales in €M</th>
<th>Variation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>Bridgestone</td>
<td>Japan</td>
<td>22.560</td>
<td>24.247</td>
<td>+7%</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>Michelin</td>
<td>France</td>
<td>21.521</td>
<td>21.587</td>
<td>0%</td>
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<tr>
<td>3</td>
<td>3</td>
<td>Goodyear</td>
<td>USA</td>
<td>12.822</td>
<td>13.515</td>
<td>+5%</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>Continental</td>
<td>Germany</td>
<td>11.326</td>
<td>11.352</td>
<td>0%</td>
</tr>
<tr>
<td>7</td>
<td>5</td>
<td>Sumitomo</td>
<td>Japan</td>
<td>5.605</td>
<td>6.104</td>
<td>+9%</td>
</tr>
<tr>
<td>6</td>
<td>6</td>
<td>Hankook</td>
<td>South Korea</td>
<td>5.325</td>
<td>5.317</td>
<td>0%</td>
</tr>
<tr>
<td>5</td>
<td>7</td>
<td>Pirelli</td>
<td>Italy</td>
<td>5.352</td>
<td>5.194</td>
<td>-3%</td>
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<tr>
<td>8</td>
<td>8</td>
<td>Yokohama</td>
<td>Japan</td>
<td>3.567</td>
<td>3.612</td>
<td>+1%</td>
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<tr>
<td>10</td>
<td>9</td>
<td>ZC Rubber</td>
<td>China</td>
<td>3.063</td>
<td>3.413</td>
<td>+11%</td>
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<td>9</td>
<td>10</td>
<td>Maxxis</td>
<td>Taiwan</td>
<td>3.156</td>
<td>3.120</td>
<td>-1%</td>
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</table>

+4.1% -24.7% +6.7% +26.1% -7.1% +4.6% +0% +2.0% +2.1% +1% +4% +0%
Annual sales trends on the European tyre replacement market

Cars and light truck tyres  HS Code: 40111000; 40112010

Source: Europool and Eurostat/in ‘000 units / replacement market

Truck and bus tyres  HS Code: 4011.2090
**Motorcycle and scooter tyres**

Data calculated with the new methodology is not comparable with data previously provided for this tyre segment. A new data series is therefore provided starting from 2015.

**Agricultural tyres**

Data calculated with the new methodology is not comparable with data previously provided for this tyre segment. A new data series is therefore provided starting from 2015.
### Truck tyre Retreading market in Europe

Source: Europool / ‘000 units – perimeter includes Turkey

#### Retreaded truck tyres 2007 - 2018

<table>
<thead>
<tr>
<th>Year</th>
<th>Retreaded Truck Tyres</th>
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<tr>
<td>2007</td>
<td>5.800</td>
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<td>2008</td>
<td>5.193</td>
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<tr>
<td>2017</td>
<td>4.218</td>
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<tr>
<td>2018</td>
<td>4.307</td>
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EU Imports of passenger and light commercial vehicle tyres

Source: Eurostat/ Trade in ‘000 units

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Imports</th>
<th>Chinese Imports</th>
<th>ASEAN</th>
<th>JAPAN</th>
<th>Russia+Ukraine</th>
<th>Total Exports</th>
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<td>106.233</td>
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<td>155.180</td>
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<td>88.055</td>
<td>47.894</td>
<td></td>
<td>65.356</td>
<td>20.000</td>
<td>155.180</td>
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<td>55.452</td>
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<td>155.180</td>
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<td>2018</td>
<td></td>
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</tbody>
</table>
## EU Exports of passenger and light commercial vehicle 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>Turkey</th>
<th>Russia+Ukraine</th>
<th>Africa</th>
<th>Latin America</th>
<th>Middle East</th>
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<td>51,289</td>
<td>10,000</td>
<td>15,000</td>
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<td>5,000</td>
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<td>5,000</td>
<td>2,000</td>
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<tr>
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<td>15,000</td>
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<td>2,000</td>
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<tr>
<td>2012</td>
<td>59,664</td>
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<td>15,000</td>
<td>5,000</td>
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</tr>
<tr>
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<td>67,734</td>
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<td>15,000</td>
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<td>2,000</td>
</tr>
<tr>
<td>2018</td>
<td>68,951</td>
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<td>2,000</td>
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</tr>
</tbody>
</table>
EU Exports of truck and bus tyres

Source: Eurostat/ Trade in ‘000 units

Total Exports and main export destinations 2005 - 2018

- Total exports
- Non-EU Europe
- Russia+Ukraine
- Middle East
- Latin America
- Africa
- NAFTA
- Turkey
EU Exports of moto/scootery tyres

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 2005 - 2018

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Exports</th>
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<th>Non-EU Europe</th>
<th>Latin America</th>
<th>Japan</th>
<th>ASEAN</th>
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</tbody>
</table>
EU Imports of agricultural tyres

Source: Eurostat/ import and exports in ‘000 units

*HS Code: 4011.6100 and 4011.9200

Total Imports and main import origins 2005 - 2018

- **Total imports**
- **India**
- **CHINA**
- **ASEAN**
- **Turkey**
- **Non-EU Europe**
- **Total exports**
Exports of agricultural tyres

Source: Eurostat/ import and exports in ‘000 units

Total Exports and main export destinations

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

Years: 2005 to 2018

HS Code: 4011.6100 and 4011.9200
Evolution Trade Balance / tyre type

Source: Eurostat/ trade balance in EUR Million
Trade Balance – all tyre types

Source: Eurostat/ trade balance in EUR Million

Trade Balance 2016/tyre type and commercial partner

“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 Japan

Cars and light truck tyres

![Chart showing the import-export trends for cars and light truck tyres from 2007 to 2018. The chart indicates a decline in imports and an increase in exports over the years, with specific percentage changes indicated for each year.]

Truck and bus tyres

![Chart showing the import-export trends for truck and bus tyres from 2007 to 2018. The chart indicates a significant decline in imports and a moderate increase in exports over the years, with specific percentage changes indicated for each year.]

Source: Eurostat/’000 units
Tyre Import / export with Republic of Korea

Source: Eurostat / '000 units

Cars and light truck tyres

Truck and bus tyres

Source: Eurostat / '000 units
Tyre Import / export with ASEAN

Source: Eurostat/’000 units – EU28

Cars and light truck tyres

Truck and bus tyres
Tyre Import / export with GCC

Cars and light truck tyres

Truck and bus tyres

Source: Eurostat/1000 units
Cars and light truck tyres

Tyre Import / export with Mercosur

Source: Eurostat/’000 units

Truck and bus tyres

EU Import  EU Export


EU Import

EU Export
Tyre Import / export with Russia

Cars and light truck tyres

Truck and bus tyres

Source: Eurostat/’000 units
Cars and light truck tyres

Source: Eurostat/’000 units

Tyre Import / export with US

Truck and bus tyres

EU Imports

EU Exports
EU Consumption of Natural and Synthetic Rubber remained stable in 2018.

Natural rubber:
NR consumption from key countries registered a notable raise only in China and India.
ASEAN countries produced 74% of the world’s natural rubber.
72% of EU imports come from these countries, whilst Cote D’Ivoire covers 19% of EU imports.

Synthetic Rubber:
SR consumption from key countries remains stable.
China, the EU and the US are the main producers of Synthetic Rubber and are also the main users of this material.
EU Total and breakdown of consumption of rubber

Source: IRSG /’000 tonnes
Natural rubber consumption in key countries

Source: IRSG/’000 tonnes

- EU 28
- China
- India
- Japan
- USA
- Thailand
- Rest of the world
- WORLD TOTAL

Consumption trends from 2000 to 2018 are shown with a notable increase in recent years.
Natural rubber production / consumption / export to EU - key countries

Source: IRSG/’000 tonnes

2018 Production
Natural Rubber
- China: 15%
- Indonesia: 25%
- Malaysia: 8%
- Thailand: 4%
- Vietnam: 6%
- Cote d'Ivoire: 6%
- Rest of the world: 37%

2018 Consumption of Natural Rubber
- EU 28: 28%
- China: 38%
- India: 5%
- Japan: 7%
- USA: 8%
- Thailand: 7%
- Rest of the world: 9%

2018 Imports of Natural Rubber
- Indonesia: 19%
- Thailand: 20%
- Malaysia: 13%
- Vietnam: 7%
- Cote d'Ivoire: 2%
- Cameroon: 8%
- Rest of the world: 31%
Synthetic rubber consumption in key countries

Source: IRSG/000 tonnes
Synthetic rubber production / consumption in key countries

Source: IRSG/'000 tonnes

### 2018 Production Synthetic Rubber

- **China**: 18%
- **Japan**: 15%
- **Korea**: 10%
- **EU-28**: 11%
- **Russia**: 16%
- **U.S.A.**: 20%
- **Rest of the world**: 10%

### 2018 Consumption Synthetic Rubber

- **EU 28**: 32%
- **China**: 28%
- **India**: 17%
- **Japan**: 12%
- **USA**: 6%
- **Rest of the world**: 5%
## 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

<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>4011.10</td>
<td>Car Tyres</td>
<td>35%</td>
<td>16%</td>
<td>0%</td>
<td>10%</td>
<td>1.9%</td>
<td>10-15%</td>
<td>15%</td>
<td>0%</td>
<td>0%</td>
<td>40%</td>
<td>5%</td>
<td>0%</td>
<td>10%</td>
<td>0%</td>
<td>10%</td>
<td>0-3.3%</td>
<td>16%</td>
<td>3.4%</td>
<td>25%</td>
</tr>
<tr>
<td>4011.20</td>
<td>MHV Tyres</td>
<td>16-35%</td>
<td>16%</td>
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<td>8-10%</td>
<td>1.9%</td>
<td>10-15%</td>
<td>15%</td>
<td>0%</td>
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<td>0%</td>
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<td>2.3%</td>
<td>16%</td>
<td>3.4%</td>
<td>25%</td>
</tr>
<tr>
<td>4011.40</td>
<td>Moto Tyres</td>
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<td>0%</td>
<td>10%</td>
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<td>16%</td>
<td>0%</td>
<td>35%</td>
</tr>
<tr>
<td>4011.61/92</td>
<td>Agro Tyres</td>
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<td>8-25%</td>
<td>0%</td>
<td>10%</td>
<td>15%</td>
<td>0%</td>
<td>0%</td>
<td>5-30%</td>
<td>2-16%</td>
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<td>5%</td>
<td>0%</td>
<td>10%</td>
<td>0%</td>
<td>2-16%</td>
<td>0-4%</td>
<td>15-20%</td>
</tr>
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</table>

1 Of Free-on-Board (FOB) value

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

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<th>Products</th>
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<th>Colombia</th>
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<th>Paraguay2</th>
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<th>Ukraine1</th>
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<td>4.5%</td>
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<tr>
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<td>0%</td>
<td>0%</td>
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<td>0%</td>
<td>4.5%</td>
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<tr>
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</tbody>
</table>

1 GSP Beneficiary
2 GSP+
## Export and import tariffs for GRG

When exporting from the EU to the trading partner country

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<th>Paraguay</th>
<th>Peru</th>
<th>Russia</th>
<th>Singapore</th>
<th>Thailand</th>
<th>Ukraine</th>
<th>Uruguay</th>
<th>USA¹</th>
<th>Vietnam</th>
</tr>
</thead>
<tbody>
<tr>
<td>4008</td>
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<td>14%</td>
<td>14%</td>
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</tr>
<tr>
<td>4009</td>
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<td>14%</td>
<td>0,0</td>
<td>10%</td>
<td>0-5%</td>
<td>10%</td>
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<td>3%</td>
</tr>
<tr>
<td>4010</td>
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<td>0%</td>
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<td>5%</td>
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<td>5%</td>
<td>0%</td>
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<td>14%</td>
<td>1,9-8%</td>
<td>5-15%</td>
</tr>
<tr>
<td>4015</td>
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<td>8-10%</td>
<td>0-7.3%</td>
<td>10%</td>
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<td>0%</td>
<td>0%</td>
<td>0-15%</td>
<td>16%</td>
<td>0-3.3%</td>
<td>10%</td>
<td>0%</td>
<td>7-10%</td>
<td>0%</td>
<td>16%</td>
<td>0-4%</td>
<td>5-20%</td>
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</tbody>
</table>

¹ Of Free-on-Board (FOB) value

When importing from the trading partner country to the EU

<table>
<thead>
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<th>Products</th>
<th>Argentina</th>
<th>Brazil</th>
<th>Canada</th>
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<th>India¹</th>
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<th>Ukraine¹</th>
<th>Uruguay</th>
<th>USA ²</th>
<th>Vietnam¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>4008</td>
<td>Plates, sheets, strips, rods, profile shapes*</td>
<td>3%</td>
<td>3%</td>
<td>0%</td>
<td>3%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>2,9-3%</td>
<td>0%</td>
<td>0%</td>
<td>2,9-3%</td>
<td>2,9-3%</td>
<td>2,9-3%</td>
<td>0%</td>
<td>2,9-3%</td>
<td>2,9-3%</td>
<td>0%</td>
</tr>
<tr>
<td>4009</td>
<td>Tubes, pipes hoses</td>
<td>3%</td>
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<td>0%</td>
<td>3%</td>
<td>3%</td>
<td>0%</td>
</tr>
<tr>
<td>4010</td>
<td>Conveyor and transmission belts</td>
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<td>0%</td>
<td>6,5%</td>
<td>6,5%</td>
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<td>0%</td>
<td>6,5%</td>
<td>6,5%</td>
<td>0%</td>
</tr>
<tr>
<td>4015</td>
<td>Apparel+clothing accessories</td>
<td>2%</td>
<td>2%</td>
<td>0%</td>
<td>2-5%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
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<td>2,0-5%</td>
<td>2,0-5%</td>
<td>0%</td>
<td>2,0-5%</td>
<td>2,0-5%</td>
<td>0%</td>
</tr>
</tbody>
</table>

¹ GSP Beneficiary
² GSP+
* Certain products at 8 digit level can be subject to the Airworthiness Tariff Suspension (0%) or to the Suspension for goods for certain categories of ships, boats and other vessels and for drilling or production platforms (0%)