The ETRMA Statistics Report

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](http://www.etrma.org) or contact the ETRMA secretariat.

_N.B.: data coming from the industry is regularly updated and corrected. For this reason there may be discrepancies regarding the historic data shown in this booklet._
The European Tyre and Rubber Industry

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

2015/2016 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
ETRMA’s Members

Tyre Corporate*

- Apollo Vredestein
  www.apollovredestein.com
- Bridgestone
  www.bridgestone.eu
- Continental
  www.conti-online.com
- Coopertires
  www.coopertire.co.uk
- Continental
  www.cooper.com
- Cooper Tires
  www.cooper.tires
- Goodyear
  www.goodyear.eu
- Hankook
  www.hankooktire.com
- Michelin
  www.michelin.com
- Mitas
  Mitas was bought by Trelleborg in 2016
- Nokian Tyres
  www.nokiantyres.com
- Pirelli
  www.pirelli.com
- Trelleborg
  www.trelleborg.com

National Associations Affiliated members

- Bridgestone
  www.bridgestone.com.tr
- Marangoni
  www.marangoni.com
- Prometeon
  www.prometeon.com
- BTMA
  www.btmauk.com
- Hungarian Tire Association
  www.hia.org.hu
- Polish Tyre Industry Association
  www.pzpo.org.pl

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

The Secretary General, Fazilet Cinaralp

Mirella Larsen, Office Manager

Heinz-Jürgen Schmidt, Director, Europool

Marianna Faino, Coordinator Environment and Transport

Jean Pierre Taverne, ELT EU Coordinator & Circular Economy

Laia Perez-Simbor, Coordinator Chemicals, Materials & HS

Marta Conti, Manager, Trade, Communication and Parliamentary Affairs
2015/2016 Key Figures

**DIRECT EMPLOYMENT**
- +1% in 2016 compared to 2015
- Direct employment in 2016: 361,710

**NUMBER OF COMPANIES**
- -2% decrease in 2016 compared to 2015
- Number of companies in 2016: 4,306

**GRG PRODUCTION IN MILLION TONNES**
- +2% increase in 2016 compared to 2015
- GRG production in million tonnes: 2.70

**TYRES PRODUCTION IN MILLION TONNES**
- +1% increase in 2016 compared to 2015
- Tyres production in million tonnes: 4.94

**SECTOR VALUE CHAIN EU GDP**
- 0.5% of total EU GDP
- In billions €

**COMPRISING 66% OF THE WORLD TYRE INDUSTRY TURNOVER**
- Global tyre companies (ETRMA members) contribute to 7/10 of global tyre production.
2015/2016 Key Figures

**IMPORTS IN B €**
- +2.8%: 10.9
- +4.4%: 7.1
- +0.0%: 3.8

**EXPORTS IN B €**
- +0.0%: 10.2

**TOTAL**
- +0.0%: 10.2

**IMPORTS IN MILLION OF TYRES**
- +12.9%: 147
- +12.9%: 140
- +12.9%: 7

**EXPORTS IN MILLION OF TYRES**
- +5.3%: 77.8
- +5.9%: 72
- -1.7%: 5.8

**TOTAL**
- +5.3%: 73.9

**VEHICLE PARC IN MILLION OF UNITS**
- +0.0%: 49
- +0.6%: 328

**Source:** ETRMA

**TYRE SALES IN MILLION OF UNITS**
- +8.5%: 12.9
- +4.3%: 278

**Source:** LMC
**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

Source: LMC**/in 000.000 units

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<td>64</td>
<td>66</td>
<td>70</td>
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</tbody>
</table>

*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.

**Passenger Cars**

**Commercial Vehicles**
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*

*Custom Code: 4005, 4006, 4007, 4008, 4009, 4010, 4014, 4015, 4016, and 4017*

**Source:** ETRMA/in 000 tonnes

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<td>398</td>
<td>330</td>
<td>280</td>
<td>375</td>
<td>390</td>
<td>340</td>
<td>330</td>
<td>340</td>
<td>344</td>
<td>353</td>
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<td>793</td>
<td>770</td>
<td>610</td>
<td>770</td>
<td>830</td>
<td>800</td>
<td>785</td>
<td>800</td>
<td>785</td>
<td>780</td>
</tr>
<tr>
<td>Italy</td>
<td>391</td>
<td>392</td>
<td>354</td>
<td>264</td>
<td>290</td>
<td>259</td>
<td>223</td>
<td>223</td>
<td>225</td>
<td>229</td>
<td>223</td>
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<tr>
<td>Spain</td>
<td>237</td>
<td>232</td>
<td>216</td>
<td>161</td>
<td>178</td>
<td>183</td>
<td>168</td>
<td>172</td>
<td>180</td>
<td>193</td>
<td>202</td>
</tr>
</tbody>
</table>

*Evolution of GRG production:*

- **France:** 453, 398, 330, 280, 375, 390, 340, 330, 340, 344, 353
- **Germany:** 667, 793, 770, 610, 770, 830, 800, 785, 800, 785, 780
- **Italy:** 391, 392, 354, 264, 290, 259, 223, 223, 225, 229, 223
- **Spain:** 237, 232, 216, 161, 178, 183, 168, 172, 180, 193, 202

Graph showing the production trends for France, Germany, Italy, and Spain from 2003 to 2016.
<table>
<thead>
<tr>
<th>Rank 2015</th>
<th>Rank 2016</th>
<th>Company</th>
<th>Headquarter</th>
<th>2015 Non tyre rubber sales in $M</th>
<th>2016 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>5,3</td>
<td>5,6</td>
<td>↑ 6%</td>
</tr>
<tr>
<td>3</td>
<td>2</td>
<td>Freudenberg Group(e)</td>
<td>Germany</td>
<td>3,7</td>
<td>5,0</td>
<td>↑ 35%</td>
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<tr>
<td>2</td>
<td>3</td>
<td>Hutchinson SA</td>
<td>France</td>
<td>4,3</td>
<td>4,6</td>
<td>↑ 7%</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>↑ 13%</td>
</tr>
<tr>
<td>4</td>
<td>5</td>
<td>CooperStandardAuto(e)</td>
<td>USA</td>
<td>3,3</td>
<td>3,3</td>
<td>= 0%</td>
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<tr>
<td>8</td>
<td>6</td>
<td>NOK Inc. (e)</td>
<td>Japan</td>
<td>2,9</td>
<td>2,9</td>
<td>= 0%</td>
</tr>
<tr>
<td>7</td>
<td>7</td>
<td>Gates Corp (e)</td>
<td>USA</td>
<td>3</td>
<td>2,8</td>
<td>↓ -7%</td>
</tr>
<tr>
<td>6</td>
<td>8</td>
<td>Bridgestone Corp. (e)</td>
<td>Japan</td>
<td>3,1</td>
<td>2,7</td>
<td>↓ -13%</td>
</tr>
<tr>
<td>10</td>
<td>9</td>
<td>Trelleborg AB(e)</td>
<td>Sweden</td>
<td>2,5</td>
<td>2,5</td>
<td>= 0%</td>
</tr>
<tr>
<td>9</td>
<td>10</td>
<td>Parker-Hannifin Corp (e)</td>
<td>USA</td>
<td>2,5</td>
<td>2,3</td>
<td>↓ -8%</td>
</tr>
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</table>

(e)= estimate
Source: Eurostat

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

ETRMA

2014/2015 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
ETRMA members account for:

- 86 tyre plants
- 16 R&D centres
- 11 HQs

**Diagram:**

- **UK:** AV:1, PI:1, CO:1, MI:3, PI:1, GD:1
- **Netherlands:** AV:1, AV:1, AV:1, GD:1
- **Belgium:** BS:1, BR:1, GD:1
- **Luxembourg:**
- **France:** BS:2, MI:1, MI:1
- **Spain:** BS:3, MI:1, MI:1
- **Portugal:** CN:1
- **Italy:** BS:1, BR:1, MA:1, MA:2, MA:1, PI:1, MI:2, PI:1, TWS:1
- **Slovenia:** GD:1
- **Slovakia:** CN:1
- **Hungary:** BS:1, HK:1, MI:2, AV:1
- **Czechia:** TWS:1, CN:1, TWS:3
- **Poland:** BS:2, GD:1, MI:1
- **Finland:** NK:1, NK:1, NK:1
- **Turkey:** PI:1, BRi:2, GD:2, PI:1
- **Romania:** PI:1, CN:1, MI:2, PI:1
- **Serbia:** CO:1, MI:1, TWS:1
- **Slovenia:** CN:1
- **Serbia:** CO:1, MI:1, TWS:1
- **Turkey:** PI:1, BRi:2, GD:2, PI:1

**Legend:**

- AV = Apollo Vredestein
- BS = Bridgestone
- BRi = Brisa
- CN = Continental
- CO = Cooper
- GD = Goodyear Dunlop
- HK = Hankook
- MA = Marangoni
- MI = Michelin
- NK = Nokian
- PI = Pirelli
- TWS = Trelleborg Wheel Systems
### EU Tyre Production and Ranking of World Tyre Companies’ Sales

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

<table>
<thead>
<tr>
<th>Company</th>
<th>Headquarter</th>
<th>2015 Sales in €M</th>
<th>2016 Sales in €M</th>
<th>Variation</th>
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</thead>
<tbody>
<tr>
<td>Bridgestone</td>
<td>Japan</td>
<td>24.233</td>
<td>22.412</td>
<td>-8%</td>
</tr>
<tr>
<td>Michelin</td>
<td>France</td>
<td>20.775</td>
<td>20.489</td>
<td>-1%</td>
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<td>Goodyear</td>
<td>USA</td>
<td>15.103</td>
<td>14.380</td>
<td>-5%</td>
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<tr>
<td>Continental</td>
<td>Germany</td>
<td>10.387</td>
<td>10.717</td>
<td>3%</td>
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<tr>
<td>Pirelli</td>
<td>Italy</td>
<td>6.300</td>
<td>6.056</td>
<td>-4%</td>
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<tr>
<td>Sumitomo</td>
<td>Japan</td>
<td>5.587</td>
<td>5.255</td>
<td>-6%</td>
</tr>
<tr>
<td>Hankook</td>
<td>South Korea</td>
<td>5.018</td>
<td>5.217</td>
<td>4%</td>
</tr>
<tr>
<td>Yokohama</td>
<td>Japan</td>
<td>3.820</td>
<td>3.858</td>
<td>1%</td>
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<td>Maxxis</td>
<td>Taiwan</td>
<td>3.262</td>
<td>3.437</td>
<td>5%</td>
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<td>Cooper Tires</td>
<td>USA</td>
<td>2.731</td>
<td>2.775</td>
<td>1%</td>
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Annual sales trends on the European tyre replacement market

New Cars and light truck tyres  HSCode: 4011.1000; 40112010

New Truck and bus tyres  HS Code: 4011.2090

Source: Europool and Eurostat/in 000 units / replacement market
Annual sales trends on the European tyre replacement market

New Motorcycle and scooter tyres sales in the EU

*HS Code: 4011.4000 to 4011.4020 + 4011.4091 + 4011.4099

New Agricultural tyres sales in the EU

*HS Code: 4011.6100 and 4011.9200

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

TOTAL EU Market

ETRMA Members
Retreaded Truck Tyre Sales in Europe

Source: Europool / 000 units

Retreaded truck tyres

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<th>Units</th>
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<td>5.800</td>
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<tr>
<td>2015</td>
<td>4.406</td>
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<tr>
<td>2016</td>
<td>4.284</td>
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Imports of passenger and light vehicles tyres

Source: Eurostat/ Trade in 000 units

Total Imports and main import origins

Imports from these six countries constitute 87% of all EU imports
Imports from China make up for 46% of all passenger car and light truck tyre imports.
Exports of passenger and light vehicles tyres

Source: Eurostat/ Trade in 000 units

Total Exports and main export destinations

<table>
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<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>
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</tbody>
</table>

HSCodes: 4011.1000; 40112010
Imports of truck and bus tyres

Source: Eurostat/ Trade in 000 units

Imports from these six regions constitute 94% of all EU imports.
Imports from China make up for 63% of all truck and bus tyre imports.
Imports of moto/scootertyres

Source: Eurostat/ import and exports in 000 units

**Total Imports and main import origin**

*HS Code: 4011.4000 to 4011.4020 + 4011.4080 + 4011.4091 + 4011.4099*

Imports from these five countries constitute 93% of all EU imports
Exports of moto/scooter tyres

Source: Eurostat/ import and exports in 000 units

Total Exports and main export destination

*HS Code: 4011.4000 to 4011.4020 + 4011.4080 + 4011.4091 + 4011.4099
Imports of agricultural tyres

Source: Eurostat/ import and exports in 000 units

**Total Imports and main import origins**

*HS Code: 4011.6100 and 4011.9200*

Imports from these five countries constitute 92% of all EU imports.

Imports from India make up for 42% of all Agricultural tyres imports.
Exports of agricultural tyres

Source: Eurostat/ import and exports in 000 units

Total Exports and main export destinations

*HS Code: 4011.6100 and 4011.9200
For the first time all tyre segments show a negative trade balance.
“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

- EU Imports
- EU Exports

Truck and bus tyres

- EU Imports
- EU Exports

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

Cars and light truck tyres

Truck and bus tyres

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

Cars and light truck tyres

-7% 2007
-28% 2008
+18% 2009
+5% 2010
-24% 2011
-18% 2012
-0% 2013
-2% 2014
+1% 2015
+5% 2016

Truck and bus tyres

-17% 2007
-61% 2008
+35% 2009
-40% 2010
-20% 2011
+9% 2012
+39% 2013
+9% 2014
+9% 2015
-9% 2016

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

Source: Eurostat / 000 units

**Cars and light truck tyres**

- 2007: 25,000 (12% decrease)
- 2008: 20,000 (5% decrease)
- 2009: 15,000 (10% decrease)
- 2010: 13,000 (22% decrease)
- 2011: 11,000 (15% decrease)
- 2012: 9,500 (15% increase)
- 2013: 11,000 (17% increase)
- 2014: 10,700 (3% decrease)
- 2015: 11,000 (7% increase)
- 2016: 11,500

**Truck and bus tyres**

- 2007: 500 (4% increase)
- 2008: 450 (5% decrease)
- 2009: 400 (5% decrease)
- 2010: 380 (19% increase)
- 2011: 380 (6% decrease)
- 2012: 390 (6% increase)
- 2013: 380 (3% decrease)
- 2014: 390 (7% increase)
- 2015: 400 (3% increase)
- 2016: 420
Tyre Import / export with ASEAN

Source: Eurostat/000 units – EU28

**Cars and light truck tyres**
- Imports Indonesia
- Imports Thailand
- Imports Philippines
- Other ASEAN imports
- EU Total Exports to ASEAN

**Truck and bus tyres**
- Imports Thailand
- Rest of ASEAN Imports
- EU Total Exports to ASEAN
Tyre Import / export with GCC

Cars and light truck tyres

- EU Import
- EU Export

Truck and bus tyres

- EU Import
- EU Export

Source: Eurostat/000 units
Cars and light truck tyres

Truck and bus tyres

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

Cars and light truck tyres

Truck and bus tyres

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

Cars and light truck tyres

Truck and bus tyres

Source: Eurostat/000 units
Cars and light truck tyres

Source: Eurostat/000 units

Truck and bus tyres
ETRMA

2015/2016 Key Figures

VEHICLE INDUSTRY DATA

GENERAL RUBBER GOODS Production and Trade

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

Appendix: Export and Import Tariffs
EU Total and breakdown of consumption of rubber

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

Source: IRSG/000 tonnes
Natural rubber production / consumption / export to EU - key countries

Source: IRSG/000 tonnes

Production Natural Rubber
- China: 36%
- Indonesia: 26%
- Malaysia: 15%
- Thailand: 6%
- Vietnam: 6%
- Cote d'Ivoire: 3%
- Rest of the world: 8%

Consumption of Natural Rubber
- EU 28: 31%
- China: 39%
- India: 8%
- Japan: 5%
- USA: 8%
- Rest of the world: 9%

EU Imports of Natural Rubber
- Indonesia: 18%
- Thailand: 21%
- Malaysia: 13%
- Vietnam: 7%
- Cote d'Ivoire: 9%
- Cameroon: 9%
- Rest of the world: 3%
Synthetic rubber production / consumption in key countries

Source: IRSG/000 tonnes

Production Synthetic Rubber
- China: 16%
- Japan: 16%
- Korea: 10%
- EU-28: 10%
- Russia: 11%
- U.S.A.: 17%
- Rest of the world: 20%

Consumption Synthetic Rubber
- EU 28: 32%
- China: 29%
- India: 13%
- Japan: 13%
- USA: 6%
- Rest of the world: 4%
### 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>
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</thead>
<tbody>
<tr>
<td>4011.10</td>
<td>Car Tyres</td>
<td>35%</td>
<td>16%</td>
<td>7%1</td>
<td>10%</td>
<td>5.6%</td>
<td>10%</td>
<td>15%</td>
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<td>0-6.7%</td>
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<td>3.4-4%1</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>5.6%</td>
<td>10%</td>
<td>15%</td>
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<td>40%</td>
<td>10%</td>
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<td>3.4-4%1</td>
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</tr>
<tr>
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<td>15%</td>
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<td>0%</td>
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</table>

1. Of Free-on-Board (FOB) value
2. But not less than €2.48/unit

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

<table>
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<tr>
<th>Code</th>
<th>Products</th>
<th>Argentina</th>
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<th>Colombia</th>
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1. GSP Beneficiary
2. GSP+
Export and import tariffs for GRG

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>
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<tr>
<th>Code</th>
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<th>Malaysia</th>
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<th>Peru</th>
<th>Russia</th>
<th>Singapore</th>
<th>Thailand</th>
<th>Ukraine</th>
<th>Uruguay</th>
<th>USA(^1)</th>
<th>Vietnam(^1)</th>
</tr>
</thead>
<tbody>
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<td>4008</td>
<td>Plates, sheets, strips, rods, profile shapes*</td>
<td>14%</td>
<td>14%</td>
<td>0,0</td>
<td>8%</td>
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<td>5%</td>
<td>0%</td>
<td>0%</td>
<td>5-30%</td>
<td>11-14%</td>
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<td>0%</td>
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<td>14%</td>
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<td>0-5%</td>
<td>10%</td>
<td>5%</td>
<td>0-2,5%</td>
<td>0%</td>
<td>30%</td>
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<td>0%</td>
<td>0-3%</td>
<td>0%</td>
<td>5-10%</td>
<td>0%</td>
<td>14%</td>
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<td>3%</td>
</tr>
<tr>
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<td>14%</td>
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<td>8-10%</td>
<td>0%</td>
<td>10%</td>
<td>5%</td>
<td>0-1,9%</td>
<td>0%</td>
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<td>10-14%</td>
<td>0%</td>
<td>5%</td>
<td>0%</td>
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<td>0%</td>
<td>14%</td>
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<tr>
<td>4015</td>
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<td>16%</td>
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<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>0-4.9%</td>
<td>10%</td>
<td>0%</td>
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<td>5-20%</td>
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</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(^1)</th>
<th>Indonesia(^1)</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(^1)</th>
<th>Uruguay</th>
<th>USA(^1)</th>
<th>Vietnam(^1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4008</td>
<td>Plates, sheets, strips, rods, profile shapes*</td>
<td>2,9-3%</td>
<td>2,9-3%</td>
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<td>0%</td>
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<td>0%</td>
<td>2,9-3%</td>
<td>0%</td>
<td>2,9-3%</td>
<td>0%</td>
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<td>0%</td>
<td>2,9-3%</td>
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</tr>
<tr>
<td>4009</td>
<td>Tubes, pipes hoses*</td>
<td>3%</td>
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</tr>
<tr>
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<td>Conveyor and transmission belts*</td>
<td>6,5%</td>
<td>6,5%</td>
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<tr>
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<td>2,0-5%</td>
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<td>0%</td>
<td>2,0-5%</td>
<td>2,0-5%</td>
<td></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%)