

ETRMA Position Paper on Tyre & Road Wear Particles (TRWP) in the Plastics Strategy

The European Tyre and Rubber Manufacturers' Association is committed to contributing to a healthy environment for Europe. The tyre industry has been collaborating over the last ten years through various research projects to develop a better understanding of the fate and possible effects of particles generated during normal tyre use and wear.

Today there are still **ongoing areas of investigation addressing the fate and transportation of tyre and road wear particles (TRWP)** and their impact on the environment.

ETRMA calls for building **a solid scientific understanding**, which **should be the basis of any decision making and regulatory action**. This is why ETRMA has recently conducted a study aiming to build the necessary knowledge about the distribution and retention of TRWP in freshwater up to the estuary.^{1,2}

To note, the study results for two different watersheds indicate that approx. 2% to 5% of TRWP released may reach the estuary. This means there is a high potential for appreciable capture and retention of TRWP prior to reaching the freshwater or the estuary.

¹ K.M. Unice, M.P. Weeber, M.M. Abramson, R.C.D. Reid, J.A.G. van Gils, A.A. Markus, A.D. Vethaak, J.M. Panko. Characterizing export of land-based microplastics to the estuary - Part I: Application of integrated geospatial microplastic transport models to assess tire and road wear particles in the Seine watershed. *Science of the Total Environment*, Volume 646, 2019, pp. 1639-1649. <https://authors.elsevier.com/a/1Xj-3B8ccgcq~>

² Unice K.M., Weeber M.P., Abramson M.M., Reid R.C.D., van Gils J.A.G., Markus A.A., Vethaak A.D., Panko J.M. Characterizing export of land-based microplastics to the estuary - Part II: Sensitivity analysis of an integrated geospatial microplastic transport modeling assessment of tire and road wear particles. *Science of the Total Environment*, 2018. Volume 646, 2019, pp 1650-1659. <https://authors.elsevier.com/a/1Xj-3B8ccgdqu>

Besides research, ETRMA has committed to conducting a **thorough assessment of the feasibility of a harmonised standard test method for tyre tread abrasion.**

However, the generation of TRWP is influenced by a variety of external factors; therefore, **policies focusing only on tyre design will have marginal effects.** In July 2018 ETRMA has thus launched the **TRWP Platform**, a **multi-sectorial stakeholder roundtable**, that aims to create an open and inclusive dialogue among all relevant stakeholders which can play a role for building the scientific knowledge and investigating possible mitigation options to the generation and transportation of TRWP into the environment. The Platform will have a duration of one year (until May 2019).

ETRMA welcomes the Commission's commitment to continue building a solid scientific knowledge. In addition, ETRMA calls on the Commission to nurture the dialogue with all involved stakeholders to promote the adoption of a balanced and holistic approach for the most proportionate and effective solutions.

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