European Tyre & Rubber Industry

Statistics

EDITION 2011

N°3

EUROPEAN TYRE & RUBBER manufacturers' association

ETRMA members

Tyre Corporate

Apollo Vredestein
www.vredestein.com

www.bridgestone.eu

www.conti-online.com

www.coopertire.com

www.goodyear.com

www.hankooktire-eu.com

www.marangoni.com

www.michelin.com

www.mitas.cz

www.nokiantyres.com

www.pirellityre.com

www.trelleborg.com

National Associations

Belgium
www.federplast.be

Finland
www.kumiteollisuus.fi

France
www.lecaoutchouc.com

Germany
www.wdk.de

Italy
www.federazionegommaplastica.it

The Netherlands
www.vereniging-nvr.nl

Spain
www.consorciocaucho.es

Affiliated members

Tyre Corporate – BRISA
www.brisa.com.tr

National Association – UK: BTMA
www.btmauk.com

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FOREWORD

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: Europe is still recovering from the financial crisis, emerging countries are catching up and in some occasions already passing by European producers ultimately leading, together with the effects of globalisation, to increased global competition over the markets and also over the raw materials.

We are thus more and more asked to provide statistical data and for that reason we have made a thorough overhaul to this third edition of our Statistical Book and are happy to offer its readers a more detailed and extensive collection of statistical information.

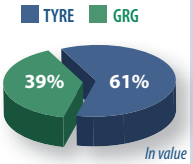
For all other information, we invite you to visit our website www.etrma.org or contact the ETRMA secretariat.

Key Figures from 2010

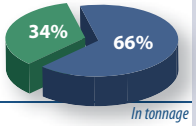
European Tyre & Rubber Manufacturers: A dynamic and contributing presence in Europe!

Key 2010 data from ETRMA members in EU27 + Turkey*:

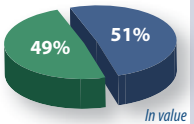
Number of companies Tyre Corporate Companies	~4200 12 Headquarters 91 tyre manufacturing facilities 15 R&D Centers
Direct employment	360 000
Turnover ETRMA tyre members, EU 27	€ 46bn(e) (= +6.9%/2009) (= -6.1%/2007) € 28bn(e) (= +21.7%/2009) (= +7.7%/2007) *Source: ETRMA* 7 out of top 10 global tyre companies are ETRMA members, comprising 56,7% of the world tyre industry turnover ($ 152 bn in 2010)*Source: ERJ*
Tyre production GRG production	4.5 million tonnes (= +25%/2009) (= -11.7%/2007) 2.3 million tonnes (= +28%/2009) (= -8%/2007) *Source: ETRMA*
Tyre replacement sales Passenger car & light commercial vehicle tyres Medium & heavy commercial vehicle tyres	289 million units (= +11%/2009) (= +5%/2007) 277.4 million units (= +10%/2009) (= +6%/2007) 11.6 million units (= +13%/2009) (= -17%/2007) *Sources: ETRMA, Eurostat*
Vehicle parc Passenger car parc Truck parc	275.5 million units (= +0.7%/2009) 271 million units (= +0.7%/2009) 4.5 million units (= +2%/2009) *Source: LMC*
Exports** (€) Tyre GRG Exports** (units) Tyre	+€ 7.9 bn (= +19.7%/2009) +€ 4.0 bn (= +33.3%/2009) +€ 3.9 bn (= +8.3%/2009) 63.8 million units (= +20.4%/2009) *Source: Eurostat*
Imports** (€) Tyre GRG Imports** (units) Tyre	+ € 8.6 bn (= +19.4%/2009) + € 5.0 bn (= +19.1%/2009) + € 3.6 bn (= +20%/2009) 199.3 million units (= +17.2%/2009) *Source: Eurostat*
R&D investments in tyre companies Tyre GRG	 Up to 3.5% of annual turnover Up to 5% of annual turnover *Source: ETRMA*



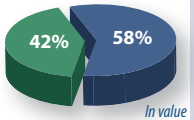
In value



In tonnage



In value



In value

*(e) estimated * except in export/import figures * * data concern the whole EU*

VEHICLE DATA

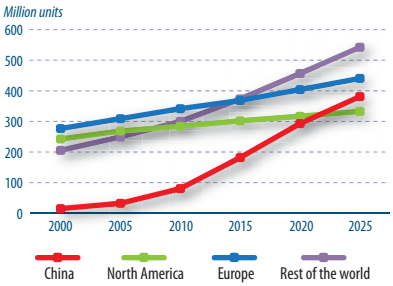
Evolution of Car and Light Commercial Vehicle (LCV) parc on world major markets

Million units

PC & LCV PARC	2000	2005	2010	2015	2020	2025
Africa	18,2	22,0	26,5	31,4	38,0	46,3
ASEAN	19,5	27,9	35,6	46,0	56,6	66,3
China	15,1	32,4	80,5	181,9	293,0	381,2
East Asia	87,3	95,1	99,0	105,1	111,7	116,5
Europe	276,6	308,9	341,6	368,3	404,1	440,5
India	10,1	15,2	24,6	42,0	64,7	91,0
Middle East	20	29,2	42,2	54,7	69,6	86,5
North America	242,6	268,6	284,3	301,9	316,8	332,8
Oceania	14,3	16,1	18,3	20,6	22,8	25,3
South America	36,0	43,9	53,6	73,5	93,1	110,4
World Total	**739,7**	**859,5**	**1006,2**	**1225,5**	**1470,4**	**1696,6**

Source: LMC

Evolution of Car and LCV parc on world major markets



Chinese vehicle parc is estimated to grow significantly, for example surpassing that of the US after 2020 and almost reaching the level of Europe.

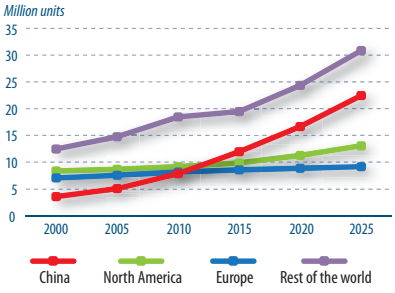
Evolution of Medium and Heavy Commercial Vehicle (HCV) parc on world major markets

Million units

M & HCV PARC	2000	2005	2010	2015	2020	2025
Africa	1,5	1,7	2,0	2,3	2,7	3,3
ASEAN	1,7	1,9	2,3	2,7	3,4	4,3
China	3,6	5,1	7,9	12,0	16,7	22,5
East Asia	1,2	1,2	1,4	1,5	1,7	1,9
Europe	8,4	8,7	9,2	9,9	11,3	13,1
India	2,6	3,2	4,3	5,7	7,3	9,3
Middle East	2,1	2,7	3,5	4,5	6,0	8,3
North America	7,1	7,6	8,2	8,6	8,9	9,2
Oceania	0,5	0,6	0,7	0,7	0,8	0,9
South America	2,9	3,5	4,3	5,1	6,0	7,1
World Total	**31,5**	**36,4**	**43,7**	**53,1**	**64,8**	**80,0**

Source: LMC

Evolution of M and HCV parc on world major markets



According to estimates, the world M&H Commercial vehicle (truck and bus) parc will triple by 2025. Most of the increase will happen in China and other parts of Asia, although also Europe will see some steady growth which mainly happens in Eastern Europe.

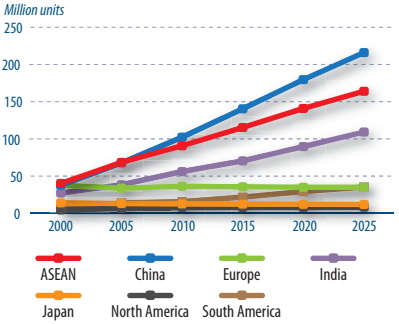
Evolution of Motorcycle parc on world major markets

In 000 units

Motorcycle	2000	2005	2010	2015	2020	2025
ASEAN	40 131	68 404	90 747	115 310	140 899	164 016
China	37 720	67 729	102 322	140 447	179 616	215 958
Europe	37 713	33 875	36 274	35 642	34 987	34 974
India	27 125	38 416	56 116	70 493	89 652	109 227
Japan	13 974	13 175	12 718	12 398	12 109	11 960
North America	4 467	6 590	7 664	7 916	7 741	8 158
Rest of the world	28 266	37 278	41 169	48 212	55 164	62 247
South America	7 435	13 961	15 641	21 771	29 207	35 411
Total	196 831	279 428	362 651	452 189	549 375	641 951

Source: LMC

Evolution of motorcycle parc on world major markets



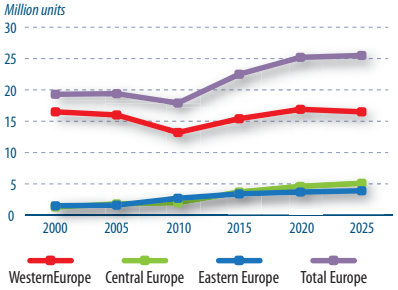
Vehicle production in Europe

Million units

PC and LCV	2000	2005	2010	2015	2020	2025
Western Europe	16,5	16,0	13,2	15,4	16,9	16,5
Central Europe	1,5	1,6	2,7	3,4	3,7	3,9
Eastern Europe	1,3	1,8	2,0	3,7	4,6	5,1
Total Europe	19,3	19,4	17,9	22,5	25,2	25,5

Source: LMC

Car and Light Commercial Vehicle production in Europe

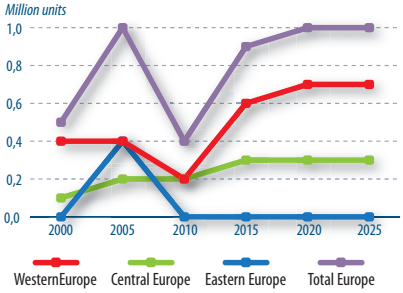


Million units

M & HCV	2000	2005	2010	2015	2020	2025
Western Europe	0,4	0,4	0,2	0,6	0,7	0,7
Central Europe	0,0	0,4	0,0	0,0	0,0	0,0
Eastern Europe	0,1	0,2	0,2	0,3	0,3	0,3
Total Europe	0,5	1,0	0,4	0,9	1,0	1,0

Source: LMC

Medium and Heavy Commercial Vehicle production in Europe



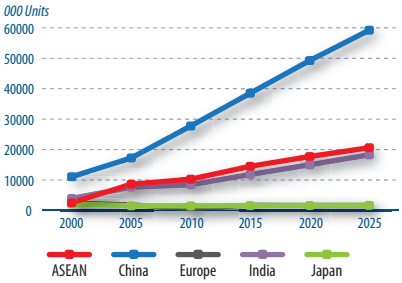
Evolution of Motorcycle production on world major markets

In 000 units

Motorcycle	2000	2005	2010	2015	2020	2025
ASEAN	2 505	8 599	10 267	14 496	17 713	20 619
China	11 083	17 237	27 737	38 521	49 264	59 232
Europe	2 094	1 532	1 504	1 591	1 611	1 665
India	3 943	7 609	8 449	11 793	14 998	18 272
Japan	2 415	1 792	718	1 686	1 647	1 626
North America	186	257	280	330	323	340
South America	736	1 641	1 989	2 101	2 818	3 417
Rest of the world	2 003	5 220	5 765	6 750	7 724	8 717
Total	**24 965**	**43 887**	**56 709**	**77 268**	**96 098**	**113 888**

Source: LMC

World motorcycle production



European and Japanese motorcycle production has decreased in numbers since the year 2000, more in Japan where, however, it is estimated to grow again to reach European figures. In North and South America, and particularly speedily in Asia, motorcycle production will continue to grow.

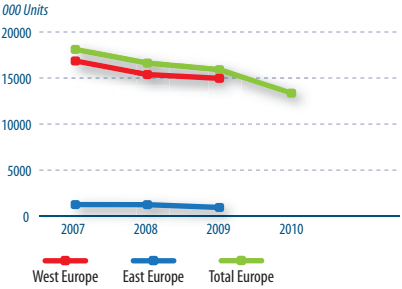
Vehicle sales on the European market

In 000 units

Passenger car	2007	2008	2009	2010	Jan-Aug 2010
West Europe	16857	15380	14966	n.a.	n.a.
East Europe	1254	1247	945	n.a.	n.a.
Total Europe	**18111**	**16627**	**15911**	**13361**	**8889**

Source: LMC, CCFA, ACEA

Passenger car sales in Europe

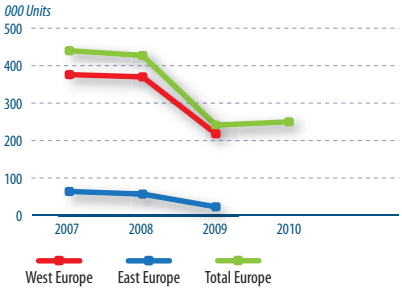


In 000 units

Heavy truck	2007	2008	2009	2010	Jan-Aug 2010
West Europe	376	370	218	n.a.	n.a.
East Europe	64	57	23	n.a.	n.a.
Total Europe	**440**	**427**	**241**	**250**	**120**

Source: LMC, CCFA, ACEA

Heavy truck sales in Europe



GENERAL RUBBER GOODS[1]

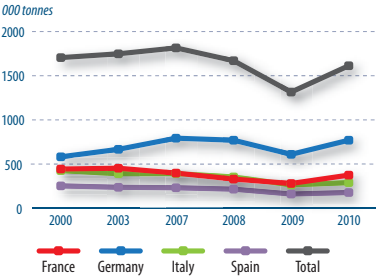
European GRG production

000 tonnes

	2000	2003	2007	2008	2009	2010	2010 vs. 2009
France	444	453	398	330	280	375	+33,9%
Germany	582	667	793	770	610	770	+26,2%
Italy	426	391	392	354	264	290	+9,8%
Spain	253	237	232	216	161	178	+10,6%
Total	1705	1748	1815	1670	1315	1613	+22,7%

Source: ETRMA

Trends of major markets realising 60% of the European GRG production



General rubber goods are primarily destined for the automobile industry, but are also used in the construction, mechanical and pharmaceutical industries, among others.

Their market is fragmented with more than 4100 companies whose majority is SMEs, employing 160 000 people. In 2010, the combined turnover of our Member companies in France, Germany and Spain accumulated to € 10,3 billion, a 26 % increase compared to 2009 (€ 8,2 bn) but only a 2 % increase compared to the 2008 figure (€ 10,1 bn).

European GRG production recovered 23 % from 2009 while exports from the EU recovered moderately by 8,3 % from the previous year to reach € 3,9 bn. Imports to the EU grew much faster with a 20 % increase up to € 3,6 bn.

Top 10 global GRG companies

$ million

			2010			2009	
Rank 2010	Company name	HQ	GRG sales	%/corp. sales		Rank 2009	GRG sales
1	Hutchinson S.A.	France	5033	100,0 %		1	3172
2	Continental A.G.	Germany	3775	10,9 %		3	3004
3	Freudenberg Group	Germany	3532	48,7 %		8	2312
4	Trelleborg A.B.	Sweden	3405	89,1 %	vs.	2	3148
5	Bridgestone Corp.	Japan	3258	10,0 %	2009	4	2900
6	NOK Inc.	Japan	3123	54,2 %		5	2384
7	Tokai Rubber Industries Ltd.	Japan	3023	95,0 %		6	2377
8	Tomkins P.L.C.	U.K.	2921	60,2 %		7	2352
9	Cooper Standard Automotive	U.S.	2412	100,0 %		10	1945
10	Parker-Hannifin Corp.	U.S.	2000	20,0 %		9	2060

Source: European Rubber Journal

[1] Rubber thread and cord, excluding textile-covered = 4007 | Plates, sheets, strip, rods and profile shapes = 4008 | Tubes, pipes and hoses = 4009 | Conveyor or transmission belts or belting = 4010 | Hygienic or pharmaceutical articles, including teats (excl. articles of apparel and clothing) = 4014 | Articles of apparel and clothing accessories, including gloves (excl. footwear and headgear) = 4015 | Floor coverings and mats = 4016.9100 | Erasers = 4016.9200 | Gaskets, washers and other seals (excl. Cellular rubber) = 4016.9300

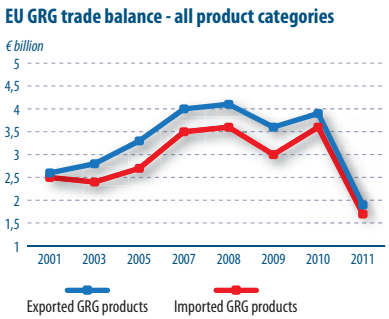
Five European companies are among the global 10 in 2010: **Hutchinson** (1), **Continental** (2), **Freudenberg** (3), **Trelleborg** (4) and **Tomkins** (8), of which the four first also make up the global top 4. The ranking of GRG companies saw changes compared to 2009: last year's number two dropped to position 4 and Freudenberg made its way from the eight to third place with a sound 53 % increase in turnover. The five European among global 10 accumulated a $ 18.340 bn turnover in 2010, 33 % up from the previous year ($ 13 988 bn).

Overview of the EU trade of GRG

Categories: 4009, 4010, 4014, 4015, 4016, 4016 - € billion

	2001	2003	2005	2007	2008	2009	2010	Jan-May 2011
Exported GRG products from the EU	2,6	2,8	3,3	4	4,1	3,6	3,9	1,9
Imported GRG products to the EU	2,5	2,4	2,7	3,5	3,6	3	3,6	1,7

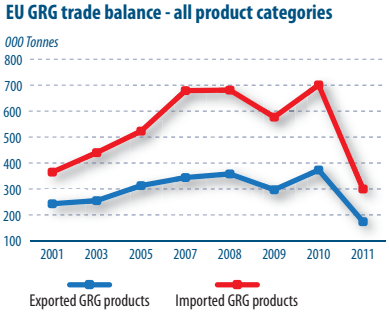
Source: Eurostat



Categories: 4009, 4010, 4014, 4015, 4016, 4016 - 000 tonnes

	2001	2003	2005	2007	2008	2009	2010	Jan-May 2011
Exported GRG products from the EU	243	255	313	344	358	297	373	174
Imported GRG products to the EU	365	440	523	679	681	577	701	300

Source: Eurostat



The tables show that while GRG imports significantly outweigh exports in tonnage, the exports have higher value resulting from the more sophisticated products being exported than imported. However, in 2010 the value of imports came closer to that of exports first time since 2001 and the figures from the first 5 months of the year 2011 maintain that trend.

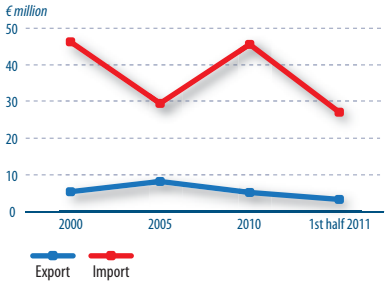
EU trade flow of some GRG products

€ million

Product group (vulcanised and excluding hard rubber)	Export/ import	2000	2005	2010	Jan-May 2011
Rubber thread and cord, excluding textile-covered	Export	5,4	8,2	5,2	3,3
	Import	46,3	29,5	45,6	27,1

Source: Eurostat

Rubber thread and cord, excluding textile-covered

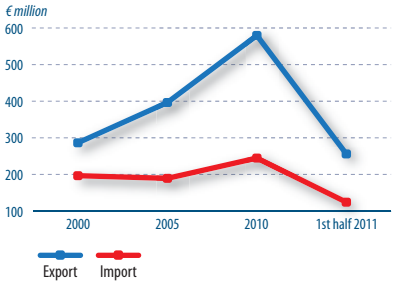


€ million

Product group (vulcanised and excluding hard rubber)	Export/ import	2000	2005	2010	Jan-May 2011
Plates, sheets, strip, rods and profile shapes	Export	286,4	396,5	579,7	256,0
	Import	196,6	189,3	244,7	124,2

Source: Eurostat

Plates, sheets, strip, rods and profile shapes

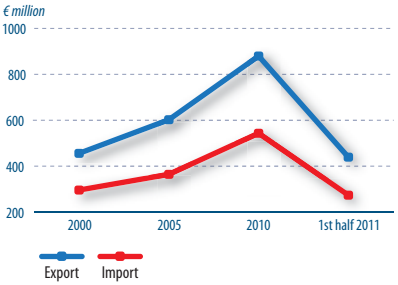


€ million

Product group (vulcanised and excluding hard rubber)	Export/ import	2000	2005	2010	Jan-May 2011
Tubes, pipes and hoses	Export	455,8	602,4	879,8	439,3
	Import	295,9	364,4	543,4	273,6

Source: Eurostat

Tubes, pipes and hoses

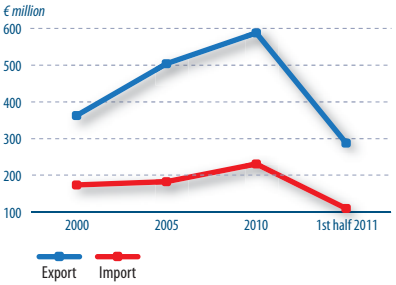


€ million

Product group (vulcanised and excluding hard rubber)	Export/ import	2000	2005	2010	Jan-May 2011
Conveyor or transmission belts or belting	Export	363,0	504,0	587,8	288,1
	Import	174,2	183,1	231,3	110,2

Source: Eurostat

Conveyor or transmission belts or belting

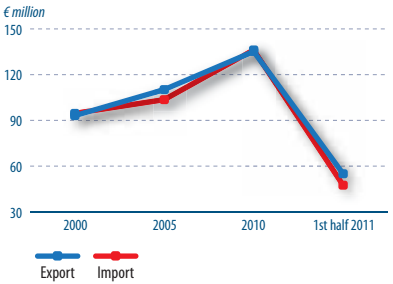


€ million

Product group (vulcanised and excluding hard rubber)	Export/ import	2000	2005	2010	Jan-May 2011
Hygienic or pharmaceutical articles, including teats (excl. articles of apparel and clothing)	Export	93,1	110,2	135,2	55,0
	Import	94,6	103,6	136,2	47,5

Source: Eurostat

Hygienic or pharmaceutical articles, including teats (excl. articles of apparel and clothing)

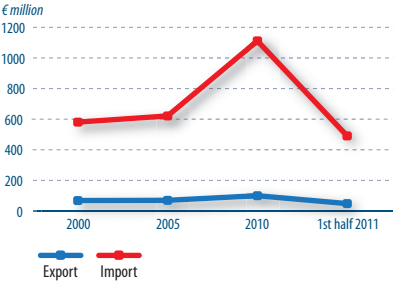


€ million

Product group (vulcanised and excluding hard rubber)	Export/ import	2000	2005	2010	Jan-May 2011
Articles of apparel and clothing accessories, including gloves (excl. footwear and headgear)	Export	68,2	69,6	99,9	48,3
	Import	580,7	621,2	1 111,7	490,7

Source: Eurostat

Articles of apparel and clothing accessories, including gloves (excl. footwear and headgear)

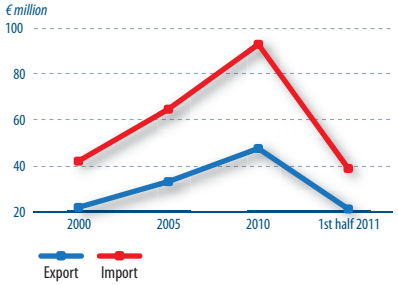


€ million

Product group (vulcanised and excluding hard rubber)	Export/ import	2000	2005	2010	Jan-May 2011
Floor coverings and mats	Export	21,8	33,0	47,4	21,1
	Import	41,9	64,5	92,7	38,7

Source: Eurostat

Floor coverings and mats

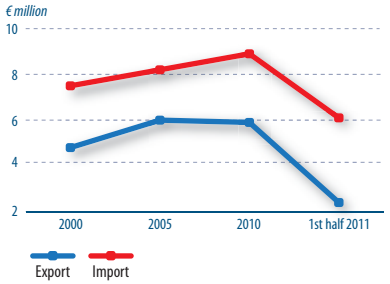


€ million

Product group (vulcanised and excluding hard rubber)	Export/ import	2000	2005	2010	Jan-May 2011
Erasers	Export	4,8	6,0	5,9	2,4
	Import	7,5	8,2	8,9	6,1

Source: Eurostat

Erasers

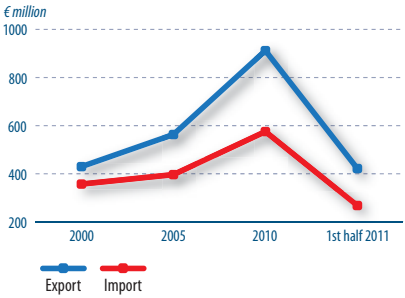


€ million

Product group (vulcanised and excluding hard rubber)	Export/ import	2000	2005	2010	Jan-May 2011
Gaskets, washers and other seals (excl. Cellular rubber)	Export	429,7	563,2	911,8	421,8
	Import	357,2	396,5	575,4	268,1

Source: Eurostat

Gaskets, washers and other seals (excl. Cellular rubber)



TYRES[2]

European tyre production

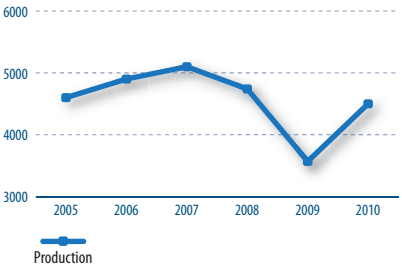
In 000 tonnes

Year	2005	2006	2007	2008	2009	2010
Production	4600	4900	5100	4740	3568	4500
Change to previous year	-	+6,5 %	+4,1 %	-7,1 %	-24,7 %	+26,1 %

Source: ETRMA

European tyre production

000 tonnes



In 2010, European tyre production recovered with a 26 % growth rate from the previous year. However, the 2010 figure is still -11.7 % down from the one of the year 2007.

Top 10 global tyre companies

$ million

			2010				2009		
Rank 2010	Company name	HQ	Tyre sales	%/corp. Sales	EU Plants*		Rank 2009	Tyre sales	%/corp. Sales
1	**Bridgestone Corp.**	Tokyo, Japan	24.425	75,0%	9		1	20.500	74,0%
2	**Group Michelin**	Clermont-Ferrand, France	22.515	95,0%	37		2	19.600	95,0%
3	**Goodyear Tire & Rubber Co.**	Akron, Ohio, U.S.	16.950	90,0%	17		3	15.649	96,0%
4	**Continental A.G.**	Hanover, Germany	8.100	23,5%	8		4	6.500	23,3%
5	**Pirelli & C. S.p.A.**	Milan, Italy	6.321	98,4%	9		5	5.548	89,4%
6	Sumitomo Rubber Industries Ltd.	Kobe, Japan	5.850	85,0%	-	vs. 2009	6	4.630	82,6%
7	Yokohama Rubber Co. Ltd.	Tokyo, Japan	4.750	79,2%	-		7	3.956	78,9%
8	**Hankook Tire Co. Ltd.**	Seoul, South Korea	4.513	89,6%	1		8	3.760	93,5%
9	**Cooper Tire & Rubber Co.**	Findlay, Ohio, U.S.	3.361	100,0%	1		9	2.779	100,0%
10	Maxxis International / Cheng Shin Rubber	Yanlin, Taiwan	3.356	100,0%	-		10	2.723	100,0%
	World total tyre sales in 2010 $ 152,0 bn - out of which top 10 represents $ 100,1 bn (66 %))	3 HQs in Europe	Total sales $ 100,1 B		They pose 82 out of 91 ETRMA EU tyre plants		Total sales $ 85,6 bn - out of world total $ 127,5 bn (67 %)		

* Including EU Candidate Countries – *Source: European Rubber Journal*

[2] Passenger car and light truck tyres (PC & LT) = 4011.1000; 4011.2010 | Truck and bus tyres (T & B) = 4011.2090 | Agricultural tyres ('herring-bone') = 4011.6100; 4011.9110 | Agricultural tyres (other than 'herring-bone') = 4011.9200; 4011.9910

World total tyre sales in 2010 reached $ 152,0 bn, up to nearly 20 % from the 2009 figures and recovering from the recession of late 2008 and 2009.

In 2010, the top 10 accumulates to sales of $ 100,1 bn, a 17 % increase from 2009 while their representation in the world tyre market did not significantly change, from 67 % to 66 %. However, more than half of the gain in value was due to price increases reflecting the rise of raw materials and energy costs. According to the latest figures, the first half of 2011 saw a 25 % revenue growth collectively by the world's largest tyre makers.

The ranking in the top 10 did not change from 2009. ETRMA Members in the top 10 operate in Europe through their 82 tyre manufacturing plants while ETRMA Members have altogether 91 plants in Europe as well as 15 R&D centers and 12 HQs, either for their global or whole European operations.

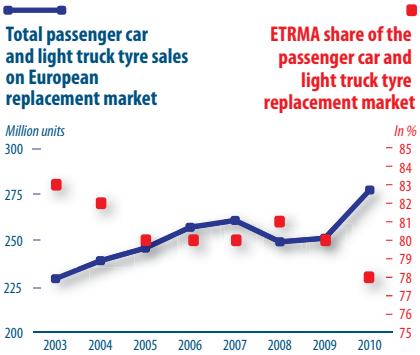
The top 75 global tyre companies are based in 25 countries: 24 in China (including four in the top 10), 10 in India, 5 in Taiwan, 4 in both the U.S. and Japan, 3 in both Russia and South Korea and all together 9 in the EU and its Candidate Countries.

Annual sales trends on the European tyre replacement market

In 000 units

YEAR	PASSENGER CAR AND LIGHT TRUCK TYRE SALES
2003	229.161
2004	238.952
2005	245.823
2006	257.173
2007	260.904
2008	249.222
2009	251.192
2010	277.446

Source: Europool, Eurostat

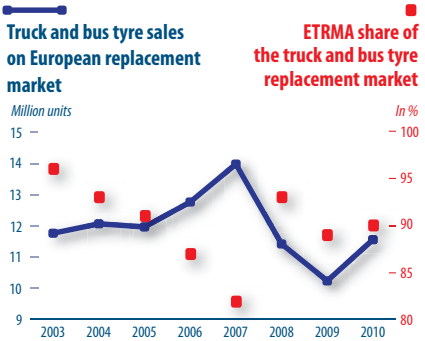


The above shows how the financial crisis dropped sales for an almost three years period. Figures of 2010 indicate that the passenger car and light truck tyre sales have surpassed the level of 2007, before the crisis hit. The ETRMA share of the European replacement tyre market has steadily come down throughout the period 2003-2010.

In 000 units

YEAR	TRUCK AND BUS TYRE SALES
2003	11.762
2004	12.063
2005	11.964
2006	12.763
2007	13.981
2008	11.418
2009	10.232
2010	11.555

Source: Europool, Eurostat

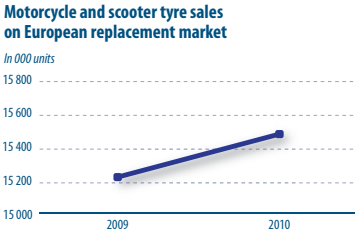


Truck and bus tyre trade has not recovered yet from the crisis that started in 2008. In truck and bus segment the downturn of the ETRMA market share was particularly deep between 2003 and 2007. Despite the recovery from 2007 to 2008, the figure of 2010 is 6 % lower than in 2003.

In 000 units

YEAR	MOTORCYCLE TYRE
2009	15.227
2010	15.487
2010 / 2009	1,71%

Source: Europool, Eurostat



Overview of the EU trade of tyres (car, truck & bus and agro tyres)

In 000 units

PC & LT	2001	2003	2005	2007	2008	2009	2010	Jan-May 2011
Exports	30497	33269	52379	66531	56699	40730	49594	23362
Imports	55940	69976	83134	106064	95096	92054	108305	48701

Source: Eurostat

In 000 units

T&B	2001	2003	2005	2007	2008	2009	2010	Jan-May 2011
Exports	3866	4503	5647	5137	5184	4331	5940	2815
Imports	2573	3045	3339	6109	5311	3186	3797	1806

Source: Eurostat

In 000 units

Agricultural 'herring-bone'	2001	2003	2005	2007	2008	2009	2010	Jan-May 2011
Exports	358	461	400	329	308	262	326	178
Imports	1624	839	1143	2718	2766	1726	2044	1084

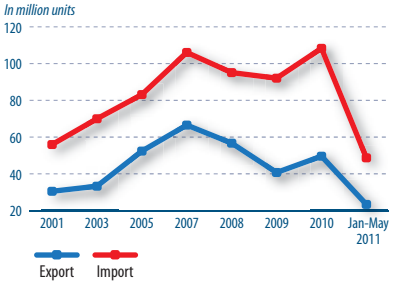
Source: Eurostat

In 000 units

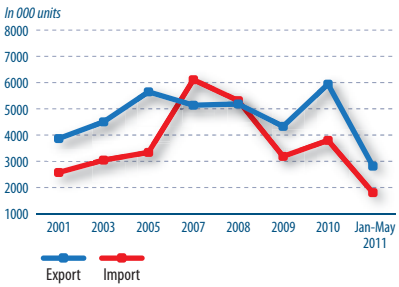
Agricultural other than 'herring-bone'	2001	2003	2005	2007	2008	2009	2010	Jan-May 2011
Exports	160	458	208	178	222	154	170	77
Imports	1397	1934	3357	2955	5737	3700	2957	1483

Source: Eurostat

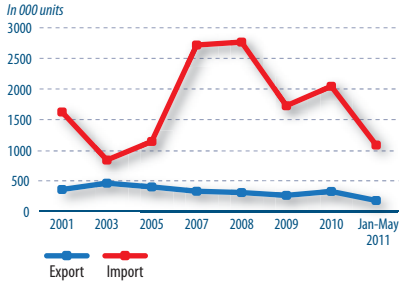
EU passenger car and light truck tyre trade balance



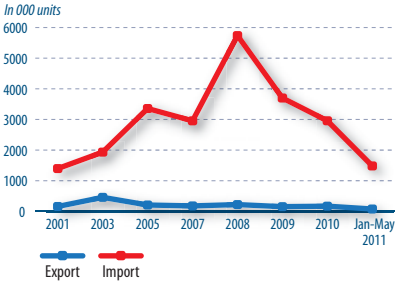
EU truck and bus tyre trade balance



EU agricultural tyre trade balance ('herring-bone')



EU agricultural tyre trade (other than 'herring-bone')



Concerning the overall tyre trade, imports have vastly outweighed exports during the past decade, together, their level has constantly been approximately three times that of exports. However, in the truck & bus segment exports have prevailed excluding the period 2007-2008 but in terms of units, their amount has not been sufficient to change the overall (all categories) trend positive for the EU. Since 2007, the difference has widened also in terms of value stemming most likely from because imports have started to included more premium tyres.

In the passenger car tyre segment, imports have outweighed exports with a growing pace for the last decade and 2010 marked again a new record level.
In the truck & bus segment, however, EU manufacturers have done better and despite the down-turn in 2008-2009, the figure of 2010 hit back to the top.
In the agro tyre segment, the surge of imports in 2007-2008 is over but imports remain higher than exports.

Major importers to the EU

€ million

	China	Japan	Korea	Turkey	USA	Russia	Thailand	Rest of the world
PC & LT	1003	548	505	344	228	193	176	802

Source: Eurostat

€ million

	China	Japan	Turkey	Korea	Thailand	Rest of the world
T&B	193	117	103	55	51	64

Source: Eurostat

€ million

	India	Turkey	Israel	Serbia	China	USA	Belarus	Rest of the world
Agricultural 'herring-bone'	60	31	27	18	16	11	11	27

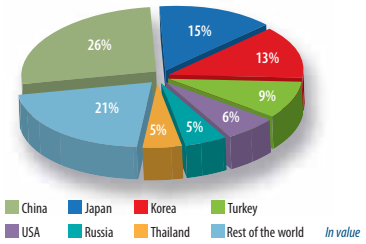
Source: Eurostat

€ million

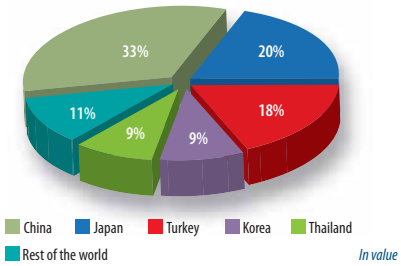
	India	Israel	Turkey	China	Rest of the world
Agricultural other than 'herring-bone'	72	35	21	16	22

Source: Eurostat

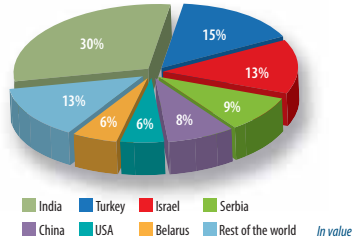
Passenger car and light truck tyre imports to the EU 2010



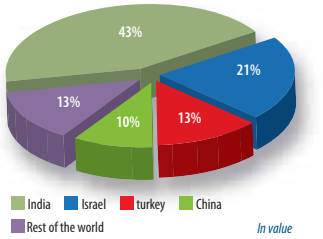
Truck and bus tyre imports to the EU 2010



Agricultural tyre imports to the EU 2010 ('herring-bone')



Agricultural tyre imports to the EU 2010 (other than 'herring-bone')



In 2010, China, Japan and Korea together made up 54 % of the EU pasenger car and light truck tyre imports. The 21 % from the rest of the world is composed of no greater than 3 % country-specific contributions.
In the truck and bus segment, it is especially noteworthy that Chinese imports alone accumulated to 33 %.
In the agricultural tyre segment, the share of India is significant with 30 % share of the 'herring-bone' tyres and 43 % of other than 'herring-bone' tyres.

Main export destinations

€ million

	Non-EU Europe	Nafta	Turkey	Africa	China	Middle East	Other Asia	Mercosur	Japan	ASEAN	Other Lat. America	Australia, N-Zealand	India	Rest of the World
PC & LT	824	571	161	158	119	97	85	65	53	46	24	29	7	6

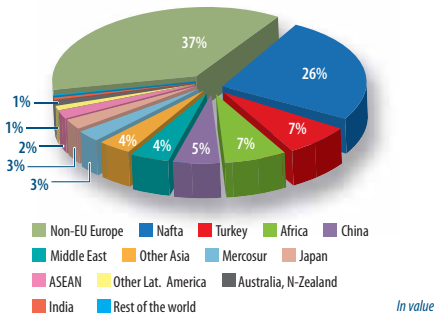
Source: Eurostat

€ million

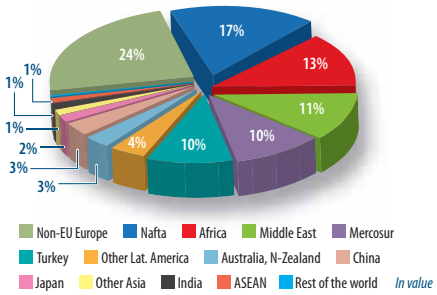
	Non-EU Europe	Nafta	Africa	Middle East	Merco-sur	Turkey	Other Lat. America	Australia, N-Zealand	China	Japan	Other Asia	India	ASEAN	Rest of the World
T&B	222	156	121	104	94	91	38	31	30	16	13	13	10	2

Source: Eurostat

Passenger car and light truck tyre exports from the EU 2010



Truck and bus tyre exports from the EU 2010



Main tyre export destinations for EU manufacturers are in non-EU Europe, in Nafta region, Turkey, Africa and Mercosur. The respective shares inside the non-EU Europe or other regions vary according to the product type but in overall the biggest export destinations among them are Switzerland, Russia, Norway, Ukraine and Croatia. Those countries to which EU manufacturers export the least are normally the same countries that import the most to the EU and also set barriers to enter into their markets.

000 euro

	Nafta	Non-EU Europe	Merco-sur	Africa	Turkey	Australia, N-Zealand	Japan	Other Asia	Middle East	Other Lat. America	ASEAN	China	India	Rest of the World
Agricultural 'herring-bone'	62309	17942	8646	6672	6127	4813	3228	1318	916	898	222	66	32	66

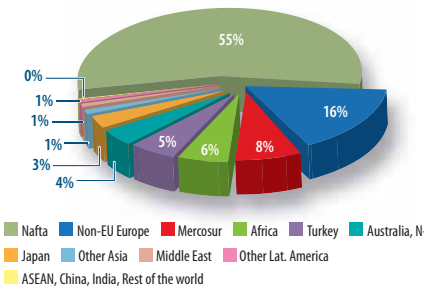
Source: Eurostat

000 euro

	Non-EU Europe	Nafta	Africa	Merco-sur	Australia, N-Zealand	Turkey	Japan	Middle East	Other Lat. America	ASEAN	Other Asia	India	China	Rest of the World
Agricultural other than 'herring-bone'	9100	6419	4001	3421	2991	2728	1819	552	317	224	143	54	40	115

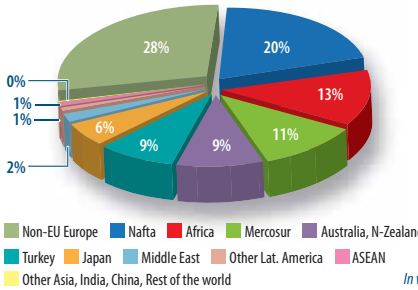
Source: Eurostat

Agricultural tyre exports from the EU 2010 ('herring-bone')



In value

Agricultural tyre exports from the EU (other than 'herring-bone')



In value

EU-China tyre trade balance

In 000 units

PC&LT	2000	2005	2010	Jan-July 2011
EXPORT	9	361	2900	1757
IMPORT	3464	14145	40755	27199

Source: Eurostat

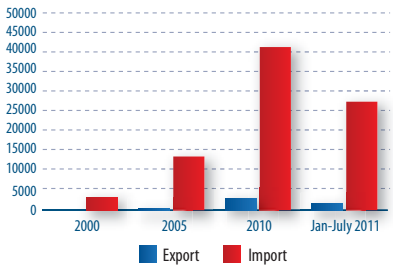
In 000 units

T&B	2000	2005	2010	Jan-July 2011
EXPORT	5	14	161	79
IMPORT	70	548	1487	1078

Source: Eurostat

EU-China passenger car and light truck tyre trade

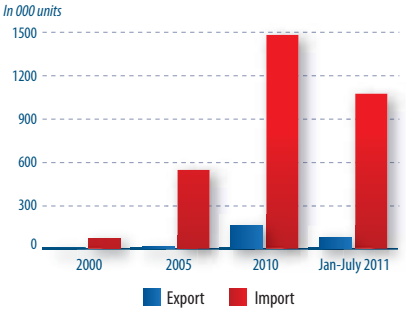
In 000 units



Tyre imports from China have grown with a remarkable speed. Car and light truck tyre imports increased 188 % from 2005 to 2010, while the increase from 2000 to 2010 has been 1077 %.

To illustrate the unbalanced trade flow, in 2010, in the car and light truck tyre segment, imports were 14 times the size of exports, in the truck & bus tyre segment, they were 9 times.

EU-China truck and bus tyre trade



EU-India tyre trade balance

In 000 units

PC&LT	2000	2005	2010	Jan-May 2011
EXPORT	67	20	155	93
IMPORT	103	184	239	145

Source: Eurostat

In 000 units

T&B	2000	2005	2010	Jan-May 2011
EXPORT	6	5	73	130
IMPORT	3	3	26	216

Source: Eurostat

In 000 units

Agricultural 'herring-bone'	2000	2005	2010	Jan-May 2011
EXPORT	0,2	0	0	0
IMPORT	60	100	505	234

Source: Eurostat

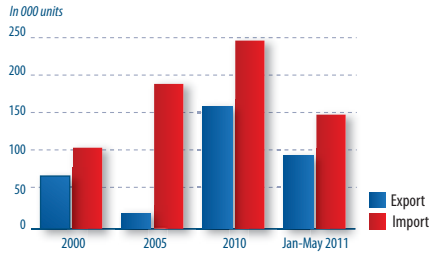
In 000 units

Agricultural other than 'herring-bone"	2000	2005	2010	Jan-May 2011
EXPORT	0,2	0	0,2	0
IMPORT	32	650	856	411

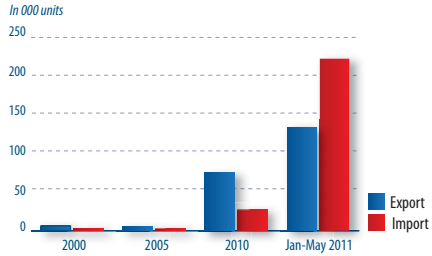
Source: Eurostat

In EU-India tyre trade there has been some fluctuations in the balance but generally speaking Indians have sold much more tyres to the EU than vice versa.

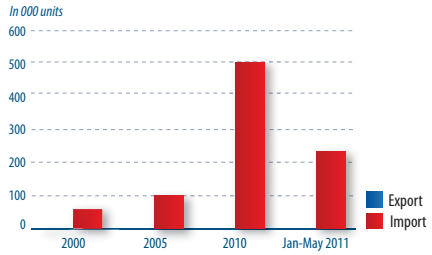
EU-India passenger car and light truck tyre trade



EU-India truck and bus tyre trade



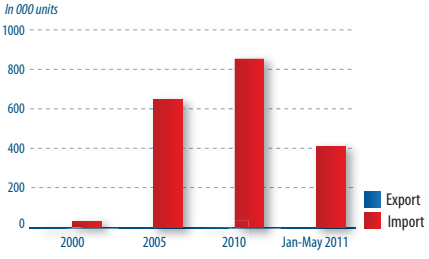
EU-India agricultural tyre trade ('herring-bone')



In very recent years the EU tyre manufacturers were happy to find out that in the truck & bus tyre segment they started to gain space in the Indian market but the first five months of the year 2011 show a remarkable surge of Indian T&B tyres to the EU. The huge increase would otherwise be difficult to explain but one reason could be that Indian tyres without the Indian quality mark (ISI mark) were sold outside India in massive numbers as their sale became prohibited in India in mid-May 2011.

India is also a major importer of agricultural tyres to the EU: in 2010 imports of 'herring-type' tyres were around 500 times the number of exports, considering other than 'herring-type' tyres, the imports were around 850 times that of exports.

EU-India agricultural tyre trade (other than 'herring-bone')



EU-Japan tyre trade balance

In 000 units

PC&LT	2000	2005	2010	Jan-May 2011
EXPORT	2406	1801	1245	683
IMPORT	11820	12757	10791	3806

Source: Eurostat

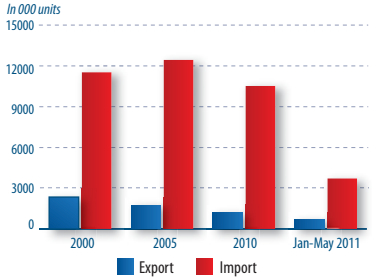
In 000 units

T&B	2000	2005	2010	Jan-May 2011
EXPORT	221	223	118	36
IMPORT	1004	1022	569	151

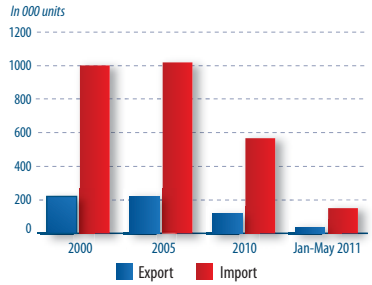
Source: Eurostat

EU-Japan tyre trade has traditionally been unbalanced in favour of Japanese companies. The share of EU tyre manufacturers in Japanese market has remained small and even decreased over the past decade. What is noteworthy in these figures, is also the fact that in 2010 the import of Japanese truck & bus tyres was at much lower level than in the first half of the decade.

EU-Japan passenger car and light truck tyre trade



EU-Japan truck and bus tyre trade



EU-Korea tyre trade balance

In 000 units

PC&LT	2000	2005	2010	Jan-May 2011
EXPORT	423	716	412	492
IMPORT	14834	16050	14501	4908

Source: Eurostat

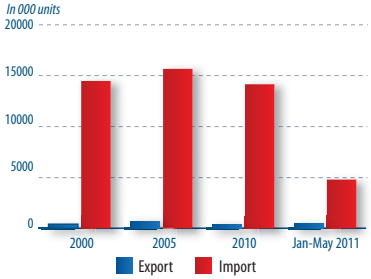
In 000 units

T&B	2000	2005	2010	Jan-May 2011
EXPORT	48	42	157	58
IMPORT	467	270	376	182

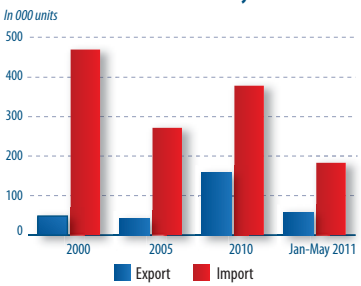
Source: Eurostat

EU-Korea tyre trade balance has traditionally been negative for Europe, for example, in 2010 passenger car and light truck tyre trade, Korea imported to the EU 37 times the amount of EU exports to Korea. The EU-Korea Free Trade Agreement came into force on 1 July 2011 but it became immediately obvious that due to challenges in the implementation, the Agreement would not help the European tyre sector's market access in the short term.

EU-Korea passenger car and light truck tyre trade



EU-Korea truck and bus tyre trade



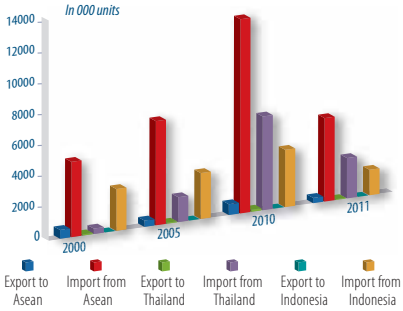
EU-ASEAN tyre trade balance

In 000 units

PC&LT	2000	2005	2010	Jan-May 2011
EXPORT TO ASEAN	572	414	701	342
IMPORT FROM ASEAN	4892	6765	12615	5422
EXPORT TO THAILAND	78	65	144	59
IMPORT FROM THAILAND	353	1620	6093	2623
EXPORT TO INDONESIA	5	7	14	4
IMPORT FROM INDONESIA	2716	2982	3721	1655

Source: Eurostat

EU-ASEAN passenger car and light truck tyre trade

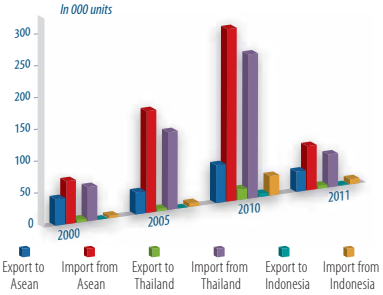


In 000 units

T&B	2000	2005	2010	Jan-May 2011
EXPORT TO ASEAN	42	35	60	32
IMPORT FROM ASEAN	68	161	273	70
EXPORT TO THAILAND	5	4	17	5
IMPORT FROM THAILAND	54	123	228	52
EXPORT TO INDONESIA	0	0	5	1
IMPORT FROM INDONESIA	4	6	31	8

Source: Eurostat

EU-ASEAN truck and bus tyre trade



Imports from ASEAN countries have steadily increased while exports have remained small. The biggest importers among ASEAN countries are Indonesia and Thailand representing together 77 % in the whole ASEAN imports in 2010. The magnitude of imports from ASEAN were in 2010 approximately 19 times that of the exports. ASEAN countries are: Brunei Darussalam, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar (Burma), Philippines, Singapore, Thailand, Viet Nam.

EU-GCC tyre trade balance

In 000 units

PC&LT	2000	2005	2010	Jan-May 2011
EXPORT	868	1772	2327	1183
IMPORT	850	1002	616	199

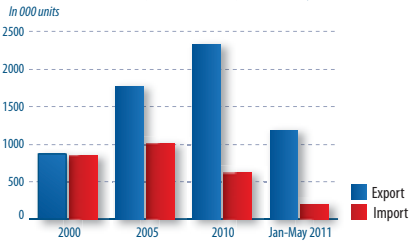
Source: Eurostat

In 000 units

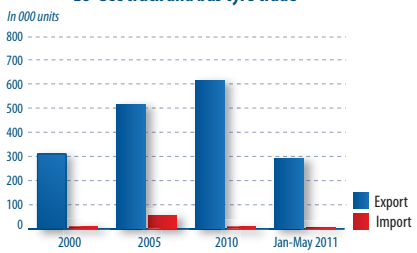
T&B	2000	2005	2010	Jan-May 2011
EXPORT	312	518	618	293
IMPORT	12	54	9	5

Source: Eurostat

EU-GCC passenger car and light truck tyre trade



EU-GCC truck and bus tyre trade



With Gulf Cooperation Council countries the EU has a positive trade balance and there has been growth in exports in the past decade. The first five months in 2011 suggest that the year's figure would end up close to that of 2010. GCC countries are: Bahrain, Jordan, Kuwait, Morocco, Oman, Qatar, Saudi Arabia, United Arab Emirates.

EU-Russia tyre trade balance

In 000 units

PC&LT	2000	2005	2010	Jan-May 2011
EXPORT	1360	5604	3498	2388
IMPORT	245	1379	4095	1728

Source: Eurostat

In 000 units

T&B	2000	2005	2010	Jan-May 2011
EXPORT	23	224	649	394
IMPORT	168	218	81	39

Source: Eurostat

Passenger car tyre exports grew well from 2000 to 2005 but in 2010 the picture was different. During the first five months of 2011, the trend is again in favour of exports. The Truck & bus segment, however, has seen overall growth in the past decade.

EU-Mercosur tyre trade balance

In 000 units

PC&LT	2000	2005	2010	Jan-May 2011
EXPORT	1333	1336	1690	774
IMPORT	2299	2415	456	210

Source: Eurostat

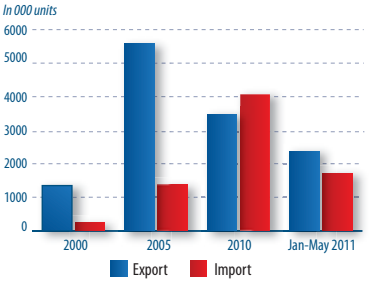
In 000 units

T&B	2000	2005	2010	Jan-May 2011
EXPORT	209	344	562	217
IMPORT	27	15	38	16

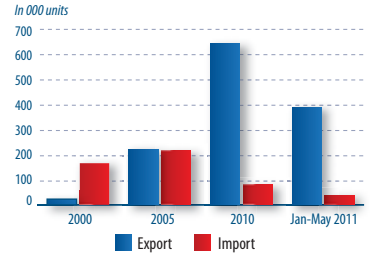
Source: Eurostat

Passenger car tyre trade has seen a change in flow from mid of the decade to the end: EU exports increased 27 % but notably the imports dropped as much as 81 %. In the truck & bus segment the EU has had a very positive balance throughout the past decade and also seen some steady growth. Mercosur countries are: Argentina, Brazil, Paraguay, Uruguay.

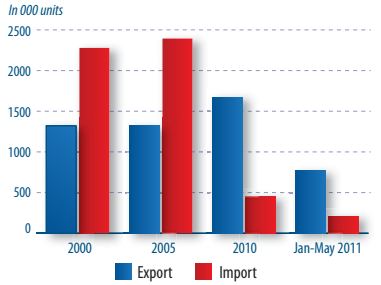
EU-Russia passenger car and light truck tyre trade



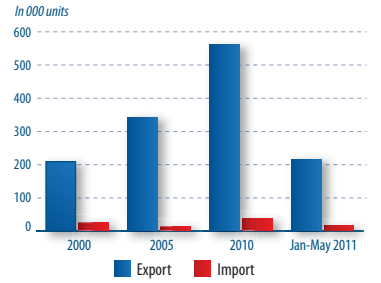
EU-Russia truck and bus tyre trade



EU-Mercosur passenger car and light truck tyre trade



EU-Mercosur truck and bus tyre trade



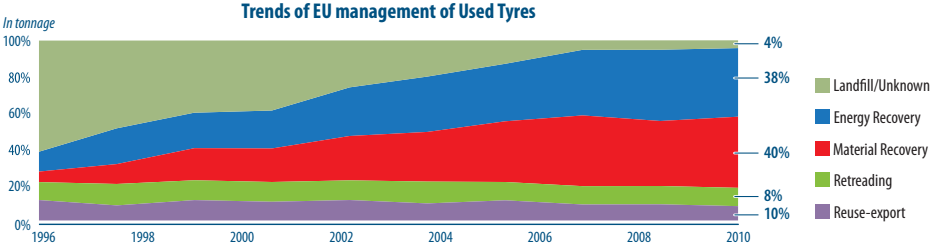
USED TYRES

Used tyres management trends in the EU in 1994-2010

In tonnage

		1994	1996	1998	2000	2002	2004	2006	2008	2009	2010
USED TYRES / ELT TYRES	Reuse-export	11 %	8 %	11 %	10 %	11 %	9 %	9 %	8 %	9 %	10 %
	Retreading	10 %	12 %	11 %	11 %	11 %	12 %	12 %	11 %	9 %	8 %
	Material Recovery	6 %	11 %	18 %	19 %	25 %	28 %	34 %	39 %	37 %	40 %
	Energy Recovery	11 %	20 %	20 %	21 %	27 %	31 %	32 %	37 %	40 %	38 %
	Landfill/Unknown	62 %	49 %	40 %	39 %	26 %	20 %	13 %	5 %	5 %	4 %
		100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
Number of ELT Management Companies		1	3	4	4	7	11	13	13	13	14

Source: ETRMA



Over the last 15 years, the combination of material and energy recovery of ELTs increased from 31 % to 78 % of total Used Tyres treatment whilst in the same time period landfilling decreased to a dismal 4 % (compared to nearly 50 % in 1996). Retreading has decreased over the years from 12 % to 8 % whilst reuse and export of part-worn tyres more or less remain at the same level.

Tyre retreading in Europe

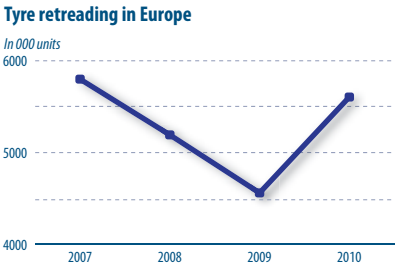
Hot and cold retreaded truck tyres

In 000 units

YEAR	2007	2008	2009	2010
AMOUNT	5800	5193	4561	5605

Source: Europool

Due to the financial crisis, truck tyre retreading decreased 21 % from 2007 to 2009. The year 2010 witnessed a recovery but did not quite reach the level of 2007, falling only 3 % short of that figure.



Evolution of ELT recovery versus arisings

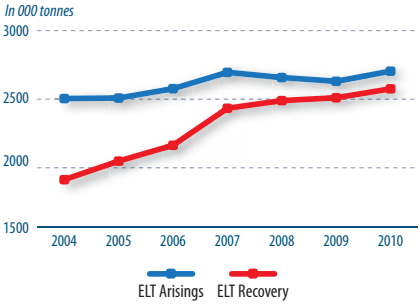
EU-27, Norway and Switzerland

In 000 tonnes

	ELT Recovery	ELT Arisings	ELT Recovery rate (%)
2004	1 863	2 488	**75 %**
2005	2 006	2 492	**80 %**
2006	2 128	2 564	**83 %**
2007	2 413	2 690	**90 %**
2008	2 472	2 650	**93 %**
2009	2 494	2 621	**95 %**
2010	2 563	2 699	**95 %**

Source: ETRMA

Evolution of ELT recovery vs. arisings (EU-27 + Norway + Switzerland)



In 2010, an impressive 95% of ELT arising on the EU market were successfully diverted from landfill. Compared to 2004, this represents nearly an increase of 40% in the volume of ELT sent to recovery.

Tyre recovery routes in 2010

Separation of civil engineering and public works and other uses

In 000 tonnes

	ktonnes (2010)	Application	Examples	%
MATERIAL RECOVERY	1315	**Civil Engineering and Public works**	Foundation for roads and railways; Embankment stabilizers; Draining material, Erosion barriers;	18 %
		Product Applications	Flooring (playgrounds, sports fields) and paving blocks, roofing materials, Wheels for caddies, steel mills & foundries, dock fenders, ...	82 %
ENERGY	1248	Power Plants, co-incineration with other waste		8 %
		Cement kilns		92 %

Source: ETRMA

The use of tyre rubber granulate and powder is the main material recovery route (80%), followed by civil engineering applications and public works (18%), dock fenders, blasting mats (<2%) and steel mills and foundries (<1%). As regards energy recovery, the main user of ELT shreds or whole tyres remains the cement industry (92% in volume).

RUBBER

World consumption of natural and synthetic rubber by sector

000 tonnes

YEAR	World NR total consumption	World SR total consumption	World total rubber consumption
2008	10203	12589	22792
2009	9277	11802	21079
2010	10664	13647	24311

Source: IRSG

000 tonnes

YEAR	World NR consumption in tyre sector	World SR consumption in tyre sector	World total rubber consumption in tyre sector
2008	7201	6103	13304
2009	6496	5620	12116
2010	7460	6431	13891

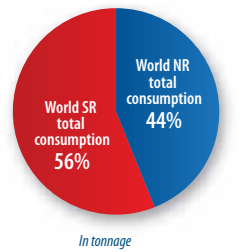
Source: IRSG

000 tonnes

YEAR	World NR consumption in GRG sector	World SR consumption in GRG sector	World total rubber consumption in GRG sector
2008	2976	6516	9492
2009	2759	6204	8963
2010	3176	7244	10421

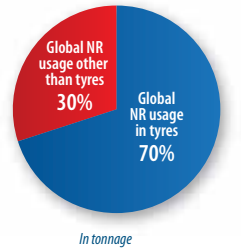
Source: IRSG

Shares of Natural and Synthetic Rubber in world total rubber consumption 2010



In tonnage

The use of Natural Rubber in tyre manufacturing 2010



In tonnage

World major natural rubber consuming countries

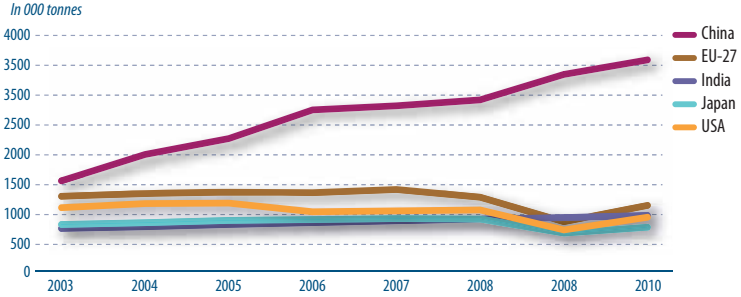
In 000 tonnes

YEAR	CHINA	EU-27	INDIA	JAPAN	USA	WORLD TOTAL
2003	1538	1273	717	784	1079	7937
2004	2000	1319	745	815	1144	8716
2005	2275	1347	789	857	1159	9206
2006	2769	1338	815	874	1003	9690
2007	2843	1394	851	887	1018	10176
2008	2947	1257	881	878	1041	10171
2009	3384	829	905	636	687	9325
2010	3634	1120	944	739	908	10671

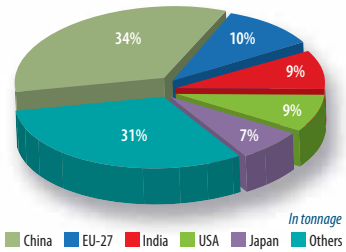
Source: IRSG

Still in 2003, the NR consumption figures of the EU and China were not much far from each other (1273 Mt and 1538 Mt, respectively). Since then, China has increased its rubber consumption with a remarkable speed.

Evolution of NR consumption by major users



Breakdown of world NR consumption 2010



In 2010, China (3634 Mt) alone consumed more NR than the EU, US and Japan together (2867 Mt). Despite the fast growth in previous years, analysts predict that Chinese consumption would still almost double by the year 2020 (to 6385 Mt) while these other NR consuming countries would remain largely around the same figures (combined figure estimated for the year 2020: 2239 Mt).

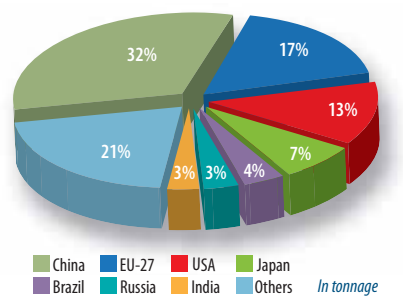
World major synthetic rubber consuming countries

In 000 tonnes

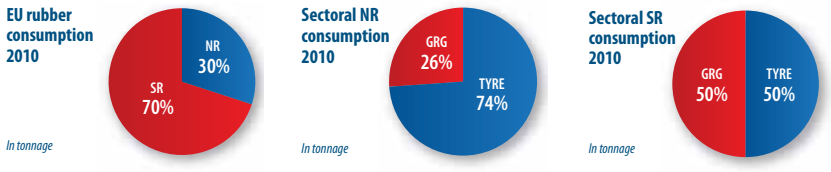
YEAR	2010
CHINA	4442
EU-27	2400
USA	1732
JAPAN	987
BRAZIL	532
RUSSIA	476
INDIA	406
OTHERS	2870

Source: IRSG

Breakdown of world SR consumption 2010



European consumption of natural and synthetic rubber by sector



KEY FACTS AND FIGURES ON NATURAL RUBBER

- Europe is import dependent, more than 90% of production in SE Asia (70% captive), namely Thailand, Indonesia and Malaysia.
- The tyre industry is almost the sole user: 70% of NR produced worldwide is used by tyre industry; the remaining 30% is mainly destined to the producers of general rubber goods made for the automobile, construction, and pharmaceutical industries in particular.
- Necessary raw material in strategic sectors, such as transport, medical treatment, childcare.
- Global demand on it is significantly increasing: emerging countries in SE Asia (namely China, India and Indonesia) becoming the major consumers.
- Long gestation period: it takes 7 years to see returns for each crop.
- Can natural rubber be substituted?
  There is today no substitute to natural rubber that could be used in replacement in all its current applications. The determining factors driving the share of NR in total rubber consumption are
  (1) Technology and
  (2) Composition of the end uses: commercial vehicles tyres use more NR than passenger car tyres.
- EU natural rubber consumption in 2010 was 1.1 M tonnes
- China natural rubber consumption in 2010 was 3,6 M tonnes; estimated to double to reach 6,4 M tonnes by 2020
- EU, Japan, U.S. cumulated consumption in 2010 was 3,1 M tonnes; less than China alone; estimated to remain largely the same 3,4 M tonnes by 2020

All figures source: IRSG

TARIFFS

Export and import tariffs for tyres

When exporting from the EU to the trading partner country

Update Aug 2011

Code	Product	Argentina	Brazil	Canada*	China	Colombia	India	Indonesia	Japan	Korea	Malaysia	Paraguay	Peru	Russia	Singapore	Thailand	Ukraine	Uruguay	USA*	Vietnam
4011.10	Car tyres	16,0	16,0	7,0	10,0	5,0	10,0	15,0	0,0	0,0	40,0	16,0	0,0	20,0**	0,0	10,0	0,0-10,0	16,0	3,4-4,0	28,0
4011.20	Truck & bus tyres	16,0	16,0	7,0	3,0-10,0	5,0	10,0	15,0	0,0	0,0	40,0	16,0	0,0	15,0***	0,0	10,0	7,0	16,0	3,4-4,0	28,0
4011.40	Motorcycle tyres	16,0	16,0	0,0	15,0	5,0	10,0	15,0	0,0	0,0	30,0	16,0	0,0	5,0	0,0	10,0	10,0	16,0	0,0	36,0
4011.61/92	Agro tyres	16,0	16,0	0,0	6,0-25,0	5,0	10,0	15,0	0,0	0,0	30,0	16,0	0,0	5,0	0,0	10,0	10,0	16,0	0,0	10,0-20,0

** of Free-on-Board (FOB) value – ** but not less than 6,9 €/unit – *** but not less than 5,0 €/unit – Sources: Market Access Database*

When importing from the trading partner country to the EU

Update Aug 2011

Code	Product	Argentina*	Brazil*	Canada	China	Colombia**	India*	Indonesia*	Japan	Korea	Malaysia*	Para-guay**	Peru**	Russia*	Singapore	Thailand*	Ukraine*	Uruguay*	USA	Vietnam*
4011.10	Car tyres	0,0	0,0	4,5	4,5	0,0	0,0	0,0	4,5	3,3	0,0	0,0	0,0	0,0	4,5	0,0	0,0	0,0	4,5	0,0
4011.20	Truck & bus tyres	0,0	0,0	4,5	4,5	0,0	0,0	0,0	4,5	3,3	0,0	0,0	0,0	0,0	4,5	0,0	0,0	0,0	4,5	0,0
4011.40	Motorcycle tyres	0,0	0,0	4,5	4,5	0,0	0,0	0,0	4,5	3,3	0,0	0,0	0,0	0,0	4,5	0,0	0,0	0,0	4,5	0,0
4011.61/92	Agro tyres	0,0	0,0	4,0	4,0	0,0	0,0	0,0	4,0	3,0	0,0	0,0	0,0	0,0	4,0	0,0	0,0	0,0	4,0	0,0

** GSP beneficiary – **GSB+ beneficiary – Sources: TARIC database*

Many trading partners enjoy full tariff dismantling from the side of the EU due to the Generalised System of Preferences (GSP) whereas when exporting from the EU to these countries, traders often face tariffs ranging from 10 to 40 %. Even if there was no GSP in place, these countries would hardly face higher tariffs than 4,5 %. for tyres and from 2 to 6,5 % for GRG products. Incidentally, many of the countries with high tariff rates also resort to technical and other non-tariff barriers to control and reduce imports.

Export and import tariffs for GRG

Update Sept 2011

When exporting from the EU to the trading partner country

Update Sept 2011

Code	Product	Argentina	Brazil	Canada*	China	Colombia	India	Indonesia	Japan	Korea	Malaysia	Paraguay	Peru	Russia	Singapore	Thailand	Ukraine	Uruguay	USA*	Vietnam
4008	Plates, sheets, strips, rods, profile shapes	14,0	14,0	0,0	8,0	5,0	10,0	5,0	0,0	0,0-6,6	30,0	14,0	0,0-6,0	5,0	0,0	5,0-30,0	0,0-5,0	14,0	0,0-3,3	3,0
4009	Tubes, pipes, hoses	14,0	14,0	0,0	10,0-10,5	5,0	10,0	5,0	2,3-2,5	0,0-6,6	30,0	14,0	6,0	0,0-5,0	0,0	5,0-10,0	0,0	14,0	2,5	3,0
4010	Conveyor and transmission belts	14,0	14,0	0,0-11,0	8,0-10,0	5,0	10,0	5,0	1,9	0,0-6,6	30,0	14,0	0,0	5,0	0,0	10,0	0,0	14,0	1,9-8,0	3,0-15,0
4015	Gloves	16,0	16,0	10,0-15,5	8,0-18,0	5,0-15,5	10,0	5,0	0,0	0,0	0,0-15,0	16,0	6,0	10,0-15,0	0,0	10,0	5,0-10,0	16,0	0,0-14,0	5,0-20,0

** of Free-on-Board (FOB) value – Sources: Market Access Database*

When importing from the trading partner country to the EU

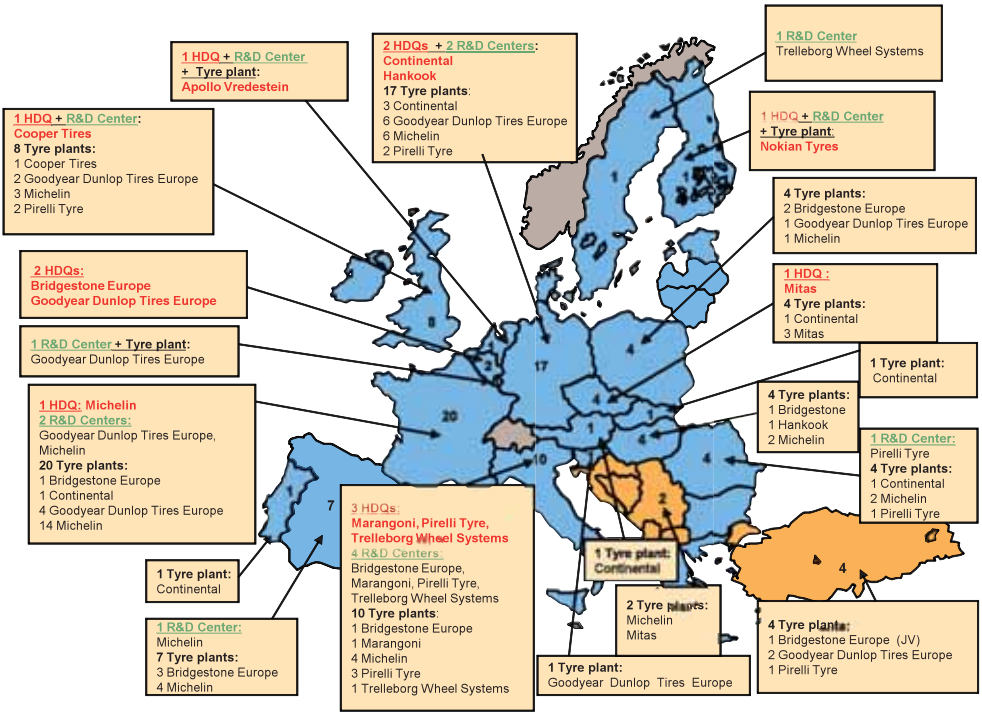
Update Sept 2011

Code	Product	Argentina*	Brazil*	Canada	China	Colombia**	India*	Indonesia*	Japan	Korea	Malaysia*	Paraguay**	Peru**	Russia*	Singapore	Thailand*	Ukraine*	Uruguay*	USA	Vietnam*
4008	Plates, sheets, strips, rods, profile shapes	0,0	0,0	2,9-3,0	2,9-3,0	0,0	0,0	0,0	2,9-3,0	2,9-3,0	0,0	0,0	0,0	0,0	2,9-3,0	0,0	0,0	0,0	2,9-3,0	0,0
4009	Tubes, pipes, hoses	0,0	0,0	3,0	3,0	0,0	0,0	0,0	3,0	3,0	0,0	0,0	0,0	0,0	3,0	0,0	0,0	0,0	3,0	0,0
4010	Conveyor and transmission belts	0,0	0,0	6,5	6,5	0,0	0,0	0,0	6,5	6,5	0,0	0,0	0,0	0,0	6,5	0,0	0,0	0,0	6,5	0,0
4015	Gloves	0,0	0,0	2,0-5,0	2,0-5,0	0,0	0,0	0,0	2,0-5,0	2,0-5,0	0,0	0,0	0,0	0,0	2,0-5,0	0,0	0,0	0,0	2,0-5,0	0,0

** GSP beneficiary – **GSB+ beneficiary – Sources: TARIC database*

List of tables

Tyre producing plants in the EU: a dynamic presence



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