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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<tr>
<td>VEHICLE INDUSTRY DATA</td>
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<tr>
<td>GENERAL RUBBER GOODS Production and Trade</td>
</tr>
<tr>
<td>TYRES: Production, New and Retread Sales, Trade and End of Life</td>
</tr>
<tr>
<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.bridgestone.eu
www.coopertire.co.uk
www.hankooktire.com
www.michelin.com
www.pirelli.com
www.trelleborg.com

www.apollovredestein.com
www.bridgestone.eu
www.coopertire.co.uk
www.hankooktire.com
www.michelin.com
www.pirelli.com
www.trelleborg.com

National Associations Affiliated members

www.essenscia.be
www.wdk.de
www.kumiteollisuus.fi
www.federazionegommaplastica.it
www.consorciodelauncaho.es
www.consorciodelauncaho.es

www.marangoni.com
www.prometeon.com
www.btmauk.com
www.hta.org.hu
www.pzpo.org.pl

* Tyre Corporate includes companies involved in every part of the tyre chain, from raw material to retail.

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www.pzpo.org.pl
### 2017/2018 Key Figures

#### Direct Employment
- **2017**: 365,327
- **2018**: 368,980
- **Change**: +1%

#### Number of Companies
- **2017**: 4,300
- **2018**: 4,386
- **Change**: +2%

#### Tyres Production in Million Tonnes
- **2017**: 5.1
- **2018**: 5.1
- **Change**: +1%

#### GRG Production in Million Tonnes
- **2017**: 2.8
- **2018**: 2.8

### Additional Information
- **SECTOR VALUE CHAIN EU GDP**: 0.5% EU TOTAL GDP
- **Global Tyre Companies Members ETRMA**: 7/10
- **Comprising 70% of the World Tyre Industry Turnover**
2017/2018 Key Figures

**Imports in B €**
- 10.6 + 5%
- 11.1
- 6.4 + 5%
- 6.7
- 4.2 + 5%
- 4.4

**Exports in B €**
- 10.2
- 10.1 - 1%
- 5.3
- 5. - 6%
- 4.9
- 5.1 + 4%

**Imports in million of tyres**
- 152.2 + 6%
- 161.4
- 145 + 7%
- 155
- 7.2 - 11%
- 6.4

**Exports in million of tyres**
- 79
- 74.6 - 6%
- 73
- 69 - 5%
- 6
- 5.6 - 7%

**Tyre sales in million of units**
- 14
- 13 - 4%
- 5
- 4.9
- 30
- 31 + 1%

**Vehicle parc in million of units**
- 37 + 2%
- 37 - 7%
- 267
- 27 + 1%

Source: ETRMA
Vehicle Data

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
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*

*Source: ETRMA/in ‘000 tonnes*

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<td>330</td>
<td>280</td>
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<td>390</td>
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<td>340</td>
<td>344</td>
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<td>344</td>
<td>325</td>
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<tr>
<td>Germany</td>
<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>
<td>815</td>
<td>820</td>
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<tr>
<td>Italy</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>
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<td>221</td>
<td>225</td>
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<tr>
<td>Spain</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>
<td>207</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

<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>
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</thead>
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<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>
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<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>
</tr>
<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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<tr>
<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

Source: ERJ
Import and exports in M€

EU imports
- Other
- Non EU Europe
- South Korea
- Japan
- India
- Russia Ukraine
- Indonesia
- United States
- China

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

Import and exports in tonnes

EU exports
- Other
- Non EU Europe
- South Korea
- Japan
- India
- Russia Ukraine
- Indonesia
- United States
- China

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

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 remain 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.
ETRMA members account for
• 92 tyre plants, including retreading*
• 18 R&D centres
• 14 HQs

* 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>Rank</th>
<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>
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<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>
<td></td>
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<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>
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<tr>
<td>4</td>
<td>4</td>
<td>Continental</td>
<td>Germany</td>
<td>11.326</td>
<td>11.352</td>
<td>0%</td>
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<tr>
<td>5</td>
<td>5</td>
<td>Sumitomo</td>
<td>Japan</td>
<td>5.605</td>
<td>6.104</td>
<td>+9%</td>
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<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>
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<tr>
<td>7</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>9</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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<tr>
<td>10</td>
<td>10</td>
<td>Maxxis</td>
<td>Taiwan</td>
<td>3.156</td>
<td>3.120</td>
<td>-1%</td>
<td></td>
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</table>
Annual sales trends on the European tyre replacement market

Cars and light truck tyres  HS Code: 40110000; 40112010

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
Retreaded truck tyres 2007 - 2018

Source: Europool / ‘000 units – perimeter includes Turkey
EU Imports of passenger and light commercial vehicle tyres

Source: Eurostat/ Trade in ‘000 units

Total EU Imports and main import origins

- Total imports
- Chinese Imports
- ASEAN
- TURKEY
- JAPAN
- Russia+Ukraine
- Total exports

Yearly imports and exports from various origins from 2005 to 2018.
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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<tr>
<td>2005</td>
<td>51.289</td>
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<td></td>
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<tr>
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<td></td>
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<tr>
<td>2007</td>
<td>65.356</td>
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<td></td>
<td></td>
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<td></td>
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<tr>
<td>2008</td>
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<td></td>
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<tr>
<td>2009</td>
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<tr>
<td>2010</td>
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<tr>
<td>2011</td>
<td>59.664</td>
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<td>2013</td>
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<td>2015</td>
<td>73.177</td>
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<td></td>
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<td></td>
<td></td>
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<tr>
<td>2016</td>
<td>68.951</td>
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</tbody>
</table>
EU Imports of truck and bus tyres

Source: Eurostat/ Trade in ‘000 units

Total EU Imports and main import origin 2005 - 2018

- Total imports
- CHINA
- Turkey
- Japan
- SOUTH KOREA
- ASEAN
- Russia+Ukraine
- Total exports

2005: Total imports = 6.350, CHINA = 5.566, Turkey = 5.048, Japan = 5.110, SOUTH KOREA = 4.269, ASEAN = 3.374, Russia+Ukraine = 3.602, Total exports = 5.875

2007: Total imports = 6.866, CHINA = 6.303, Turkey = 6.132, Japan = 5.307, SOUTH KOREA = 4.205, ASEAN = 3.303, Russia+Ukraine = 3.609, Total exports = 5.875

2009: Total imports = 7.032, CHINA = 6.303, Turkey = 5.048, Japan = 5.110, SOUTH KOREA = 4.269, ASEAN = 3.374, Russia+Ukraine = 3.602, Total exports = 5.875

2012: Total imports = 6.004, CHINA = 5.651, Turkey = 5.340, Japan = 5.110, SOUTH KOREA = 4.269, ASEAN = 3.374, Russia+Ukraine = 3.602, Total exports = 5.875

2016: Total imports = 7.233, CHINA = 7.032, Turkey = 6.132, Japan = 5.048, SOUTH KOREA = 4.269, ASEAN = 3.374, Russia+Ukraine = 3.602, Total exports = 5.875

2018: Total imports = 6.425, CHINA = 6.303, Turkey = 5.048, Japan = 4.269, SOUTH KOREA = 3.374, ASEAN = 3.602, Russia+Ukraine = 3.602, Total exports = 5.875
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 Imports of moto/scootertyres*

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

Total Imports and main import origin 2005 - 2018

- Total imports
- ASEAN
- Latin America
- Japan
- CHINA
- SOUTH KOREA
- Total exports

<table>
<thead>
<tr>
<th>Year</th>
<th>Total imports</th>
<th>ASEAN</th>
<th>Latin America</th>
<th>Japan</th>
<th>CHINA</th>
<th>SOUTH KOREA</th>
<th>Total exports</th>
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EU Exports of moto/scooterytires*

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>
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<tr>
<th>Year</th>
<th>Total Exports</th>
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<th>Non-EU Europe</th>
<th>Latin America</th>
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<th>ASEAN</th>
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<td>0.401</td>
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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

*HS Code: 4011.6100 and 4011.9200

Total Exports and main export destinations

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

2005: 
- Total Exports: 544
- Non-EU Europe: 465
- NAFTA: 482
- Africa: 475
- Russia+Ukraine: 394
- Turkey: 468
- Latin America: 549
- Japan: 630

2006: 
- Total Exports: 465
- Non-EU Europe: 482
- NAFTA: 475
- Africa: 468
- Russia+Ukraine: 549
- Turkey: 630
- Latin America: 641
- Japan: 560

2007: 
- Total Exports: 482
- Non-EU Europe: 475
- NAFTA: 468
- Africa: 549
- Russia+Ukraine: 630
- Turkey: 641
- Latin America: 560
- Japan: 499

2008: 
- Total Exports: 475
- Non-EU Europe: 468
- NAFTA: 549
- Africa: 630
- Russia+Ukraine: 641
- Turkey: 560
- Latin America: 499
- Japan: 580

2009: 
- Total Exports: 394
- Non-EU Europe: 468
- NAFTA: 549
- Africa: 630
- Russia+Ukraine: 641
- Turkey: 560
- Latin America: 499
- Japan: 613

2010: 
- Total Exports: 468
- Non-EU Europe: 549
- NAFTA: 630
- Africa: 641
- Russia+Ukraine: 560
- Turkey: 499
- Latin America: 580
- Japan: 592
Trade Balance – all tyre types

Source: Eurostat/ trade balance in EUR Million

Evolution Trade Balance /tyre type

-2000 -1500 -1000 -500 0 500 1000 2000


Consumer Tyres  Truck&Bus Tyres  Agricultural Tyres  Moto Tyres
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
Tyre Import / Export with India

Cars and light truck tyres

Source: Eurostat (in 000 units)

Truck and bus tyres
Tyre Import / export with Japan

Source: Eurostat / 000 units

Cars and light truck tyres

Truck and bus tyres

EU Imports

EU Exports
Tyre Import / export with Republic of Korea

Source: Eurostat/1000 units

Cars and light truck tyres

Truck and bus tyres

EU Imports

EU Exports
Tyre Import / export with ASEAN

Source: Eurostat

Cars and light truck tyres

Truck and bus tyres

Imports Indonesia
Imports Thailand
Imports Philippines
Other ASEAN imports
EU Total Exports to ASEAN

Imports Thailand
Rest of ASEAN Imports
EU Total Exports to ASEAN
Tyre Import / export with GCC

Cars and light truck tyres

Truck and bus tyres

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

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

Source: Eurostat/’000 units

Truck and bus tyres

EU Imports

EU Exports
Cars and light truck tyres

Tyre Import / export with Turkey

Source: Eurostat/’000 units

Truck and bus tyres

EU Exports
EU Imports
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 Côte 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
Natural rubber production / consumption / export to EU - key countries

2018 Production of Natural Rubber

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

Source: IRSG/’000 tonnes

2018 Consumption of Natural Rubber

- China: 38%
- Rest of the world: 28%
- EU 28: 9%
- USA: 5%
- Japan: 7%
- India: 5%
- Thailand: 38%

2018 Imports of Natural Rubber

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

Source: IRSG/'000 tonnes

**2018 Production Synthetic Rubber**
- China: 20%
- Japan: 18%
- Korea: 15%
- EU-28: 10%
- Russia: 11%
- U.S.A.: 16%
- Rest of the world: 10%

**2018 Consumption Synthetic Rubber**
- EU 28: 32%
- China: 28%
- India: 12%
- Japan: 6%
- USA: 5%
- Rest of the world: 17%
## Appendix: Export and Import Tariffs

<table>
<thead>
<tr>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ETRMA</strong></td>
</tr>
<tr>
<td><strong>2017/2018 Key Figures</strong></td>
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<tr>
<td><strong>VEHICLE INDUSTRY DATA</strong></td>
</tr>
<tr>
<td><strong>GENERAL RUBBER GOODS Production and Trade</strong></td>
</tr>
<tr>
<td><strong>TYRES</strong>: Production, New and Retread Sales, Trade and End of Life</td>
</tr>
<tr>
<td><strong>RUBBER</strong></td>
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</tbody>
</table>
## 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>3.4-4%</td>
<td>25%</td>
</tr>
<tr>
<td>4011.20</td>
<td>MHV Tyres</td>
<td>16-35%</td>
<td>16%</td>
<td>0%</td>
<td>8-10%</td>
<td>1.9%</td>
<td>10-15%</td>
<td>15%</td>
<td>0%</td>
<td>0%</td>
<td>40%</td>
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<td>0%</td>
<td>10%</td>
<td>0%</td>
<td>10%</td>
<td>2.3%</td>
<td>16%</td>
<td>3.4-4%</td>
<td>25%</td>
</tr>
<tr>
<td>4011.40</td>
<td>Moto Tyres</td>
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<td>0%</td>
<td>15%</td>
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<td>16%</td>
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<td>35%</td>
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<tr>
<td>4011.61/92</td>
<td>Agro Tyres</td>
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<td>2-16%</td>
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<td>8-25%</td>
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<td>15%</td>
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1 Of Free-on-Board (FOB) value

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

<table>
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<th>Code</th>
<th>Products</th>
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<tr>
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</table>

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>
<thead>
<tr>
<th>Code</th>
<th>Products</th>
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<th>Brazil</th>
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<th>Ukraine</th>
<th>Uruguay</th>
<th>USA1</th>
<th>Vietnam</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Plates, sheets, strips, rods, profile shapes*</td>
<td>14%</td>
<td>14%</td>
<td>0,0</td>
<td>8%</td>
<td>0-5%</td>
<td>10%</td>
<td>5%</td>
<td>0%</td>
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<td>14%</td>
<td>0-3,3%</td>
<td>3%</td>
</tr>
<tr>
<td>4009</td>
<td>Tubes, pipes hoses</td>
<td>14%</td>
<td>14%</td>
<td>0,0</td>
<td>10%</td>
<td>0-5%</td>
<td>10%</td>
<td>5%</td>
<td>0%</td>
<td>0%</td>
<td>30%</td>
<td>10%</td>
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<td>0%</td>
<td>3-10%</td>
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<td>14%</td>
<td>2,5%</td>
<td>3%</td>
</tr>
<tr>
<td>4010</td>
<td>Conveyor and transmission belts*</td>
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<td>14%</td>
<td>0%</td>
<td>8-10%</td>
<td>0%</td>
<td>10%</td>
<td>5%</td>
<td>0%</td>
<td>0%</td>
<td>30%</td>
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</tr>
<tr>
<td>4015</td>
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<td>8-10%</td>
<td>0-7.3%</td>
<td>10%</td>
<td>10%</td>
<td>0%</td>
<td>0%</td>
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<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>
</tr>
</tbody>
</table>

1 Of Free-on-Board (FOB) value

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

<table>
<thead>
<tr>
<th>Code</th>
<th>Products</th>
<th>Argentina</th>
<th>Brazil</th>
<th>Canada</th>
<th>China</th>
<th>Colombia</th>
<th>India</th>
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<th>Ukraine</th>
<th>Uruguay</th>
<th>USA1</th>
<th>Vietnam</th>
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</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>
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<td>0%</td>
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<td>0%</td>
<td>2,9-3%</td>
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<td>2,9-3%</td>
<td>2,9-3%</td>
<td>2,9-3%</td>
<td>0%</td>
<td>2,9-3%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>4009</td>
<td>Tubes, pipes hoses</td>
<td>3%</td>
<td>3%</td>
<td>0%</td>
<td>3%</td>
<td>0%</td>
<td>0%</td>
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<td>3%</td>
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<td>0%</td>
</tr>
<tr>
<td>4010</td>
<td>Conveyor and transmission belts*</td>
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<td>6,5%</td>
<td>0%</td>
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<td>6,5%</td>
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<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>
<td>2,0-5%</td>
<td>0%</td>
<td>0%</td>
<td>2,0-5%</td>
<td>2,0-5%</td>
<td>2,0-5%</td>
<td>0%</td>
<td>2,0-5%</td>
<td>2,0-</td>
<td>5%</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%)