European Tyre & Rubber Industry

Statistics

EDITION 2012

N°4

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 and the International Rubber Study Group.

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, whilst emerging countries are 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. This necessity applies also to the situation of rubber as a raw material market, for which Europe is still totally dependent on imports from South East Asia.

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

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;
- Who is ETRMA.

ETRMA

2011 Key Figures

VEHICLE DATA from 2005 to 2011 and beyond

GENERAL RUBBER GOODS Production and Trade

TYRES: Production , Sales and Trade

RUBBER

Appendix: Export and Import Tariffs

ETRMA's Members and ....

Tyre Corporate

Apollo Vredestein
www.vredestein.com

www.coopertire.com

www.marangoni.com

www.nokiantyres.com

www.bridgestone.eu

www.goodyear.com

www.michelin.com

www.pirellityre.com

www.conti-online.com

www.hankooktire-eu.com

www.mitas.cz

TRELLEBORG
www.trelleborg.com

National Associations

federplast.be
Belgium
www.federplast.be

SNCP
France
www.lecaoutchouc.com

wdk
Germany
www.wdk.de

The Netherlands
www.vereniging-nvr.nl

Kumiteollisuus ry
Finland
www.kumiteollisuus.fi

Federazione Gomma Plastica
Italy
www.federazionegommaplastica.it

Spain
www.consorciocaucho.es

Affiliated members

Tyre Corporate – BRISA
www.brisa.com.tr

National Association – UK: BTMA
www.btmauk.com

Hungarian Tire Association
www.hta.org.hu/

...their Brussels' Representations

Bridgestone Europe
Kleine Kloosterstraat 10
1932 Zaventem

Continental Benelux
Excelsiorlaan 61
1930 Zaventem

Goodyear Dunlop Tires Europe
Culliganlaan 2A
1831 Diegem

Michelin
Avenue de Tervuren 12
1040 Brussels

Pirelli
Rue de Namur 73/D
1000 Bruxelles

Who is ETRMA?

The President, Mr Patrick Lepercq (Michelin)

The Vice-President, Mr Christian Kötz (Continental)

The Secretary General, Ms Fazilet Cinaralp

Mirella Larsen, Office Manager

Lorenzo Zullo, Coordinator Chemicals and Environment, Legislation and Advocacy

Jean Pierre Taverne, Technical Coordinator, End of Life Tyres

Heinz-Jürgen Schmidt, Coordinator, Europool

Marta Conti, Advisor, Trade and Parliamentary Affairs

The General Assembly, who sets the general policy of the Association.

The Board of Directors, who administrates the Association.

5 Committees and 20 sector groups of industry experts who study specific issues, make recommendations and prepare ETRMA position papers.

2011 Key Figures

This section gives a picture of the European Tyre and General Rubber Goods Industries.

The main findings are the following:

- ETRMA's tyre members turnover grew by 13%;
- GRG production in Europe grew by 26%;
- The Vehicle park in Europe decreased by 0.7%;
- Exports and imports of both tyres and general rubber goods grew by 16%.

2011 Key Figures

Number of companies Tyre Corporate Companies	~4,200 12 headquarters 91 tyre manufacturing facilities 15 R&D centres
Direct employment	**374 000**
Turnover ETRMA tyre members, EU 27	€ 47 Bn [= + 8% / 2010] € 29 Bn [= + 13% / 2010] Source: ETRMA 6 out of top 10 global tyre companies are ETRMA members, comprising 65 % of the world tyre industry turnover (2011 ranking) Source: ERJ
Tyre production **GRG production**	**4.8 million tonnes** [= +6.6 % / 2010] European tyre production represents 24 % of the world tyre production estimated at 20 million tonnes **2.9 million tonnes** [=+26% / 2010] Source: ETRMA
Tyre replacement sales Passenger car & light commercial vehicle tyres Medium & heavy commercial vehicle tyres	**301.7 million units** [= +4.41% / 2010] 289 million units [= +4.21 % / 2010] 12.6 million units [= +9.10 % / 2010] Source: ETRMA, Eurostat

(e) estimated * except in export/import figures
** excluding Bulgaria, Cyprus, Estonia, Lithuania, Latvia, Malta and Turkey

2011 Key Figures

Vehicle park**	**273.6 million units**	[= - 0.7 % / 2010]	
Passenger car park	269 million units	[= - 0.7 % / 2010]	
Truck park	4.6 million units	[= + 4 % / 2010]	Source: LMC
Exports (€)	**+ € 8.1 Bn**	[= +16.4 % / 2010]	
Tyre	+ € 5.2 Bn	[= +30 % / 2010]	
GRG	+ € 4 Bn	[= +2.6 % / 2010]	
Exports (units)			
Tyre	71.2 million units ***	[= +11.5 % / 2010]	Source: Eurostat
Imports (€)	**+ € 10 Bn**	[= +16.2 % / 2010]	
Tyre	+ € 6.6 Bn	[= +32% / 2010]	
GRG	+ € 3.4 Bn	[= -5.5 % / 2010]	
Imports (units)			
Tyre	215.7 million units ***	[= +8.2 % / 2010]	Source: Eurostat
R&D investments in tyre companies			
Tyre	Up to 3.5% of annual turnover		
GRG	Up to 5% of annual turnover		Source: ETRMA

(e) estimated * except in export/import figures
** excluding Bulgaria, Cyprus, Estonia, Lithuania, Latvia, Malta and Turkey
***** This figure refers to all tyres: car, light trucks, medium and heavy vehicles, bicycles, motorcycles and all special use tyres.**

Vehicle Data

This section gives an overview of the European vehicle parc and its evolution through the years, including a forecast until 2025. It also includes a comparison between European sales of new vehicles with the world sales and imports into Europe. Data shows the following:

•The vehicle parc in Europe and the US is growing significantly slower than that of other regions, China in particular;

•There is a decline of European sales of new vehicles compared to sales in the rest of the world;

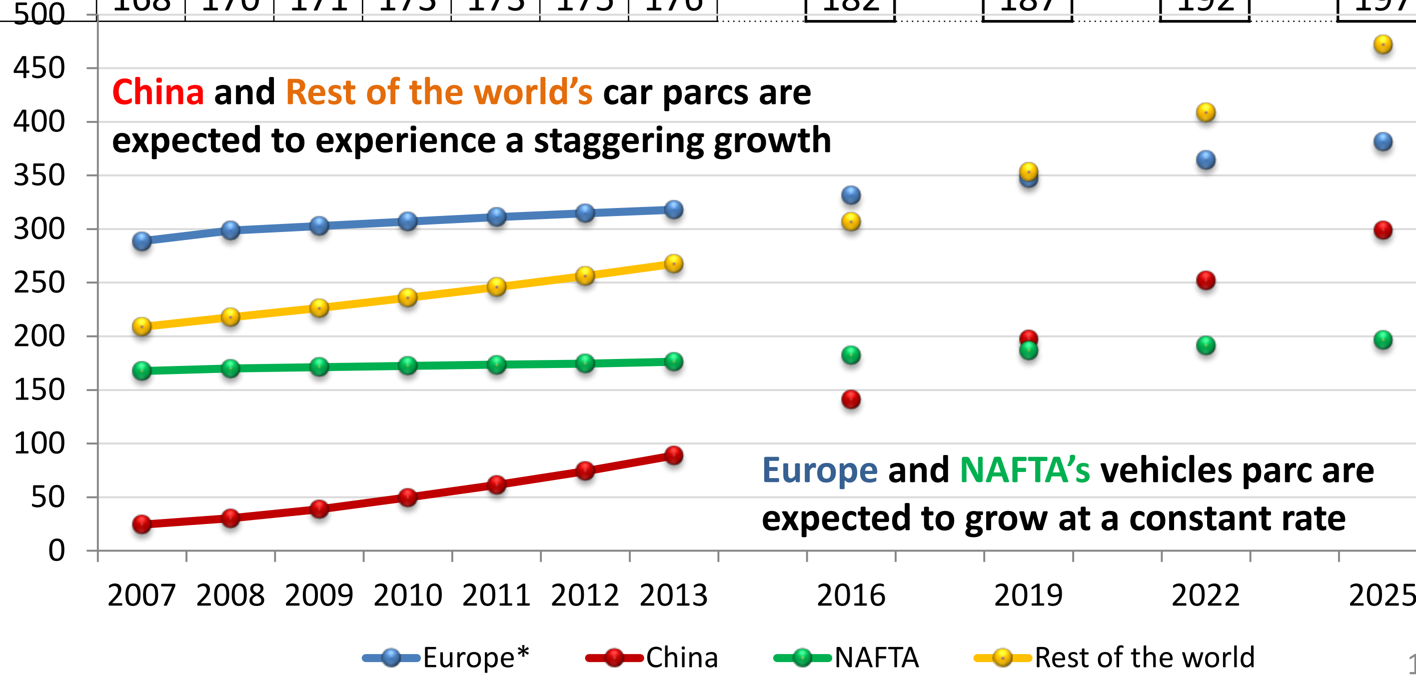
•Sales of commercial vehicles in Europe are slowly recovering from the crisis, while those of cars are still on a negative series of results.

Evolution of car parc on world major markets

Source: LMC/in 000.000 units

		2007	2008	2009	2010	2011	2012	2013	2016	2019	2022	2025
Rest of the world	Africa	18	18	19	19	20	20	21	23	26	30	34
	ASEAN	19	20	21	23	24	26	28	34	40	46	51
	East Asia	75	76	77	78	79	80	81	83	86	89	92
	India	15	17	18	20	22	24	27	37	52	73	104
	Middle East	28	31	32	34	36	38	40	47	54	61	70
	Oceania	14	14	15	15	15	16	16	17	19	20	22
	South America	40	42	44	47	49	52	54	65	77	89	100
	Europe*	289	299	303	307	311	315	318	332	347	364	381
	China Region	25	30	39	50	61	74	89	141	197	252	299
	NAFTA	168	170	171	173	173	175	176	182	187	192	197

The Chinese car parc is expected to overtake the NAFTA's one in 2019 and that of the rest of the world will take over Europe in the same year.



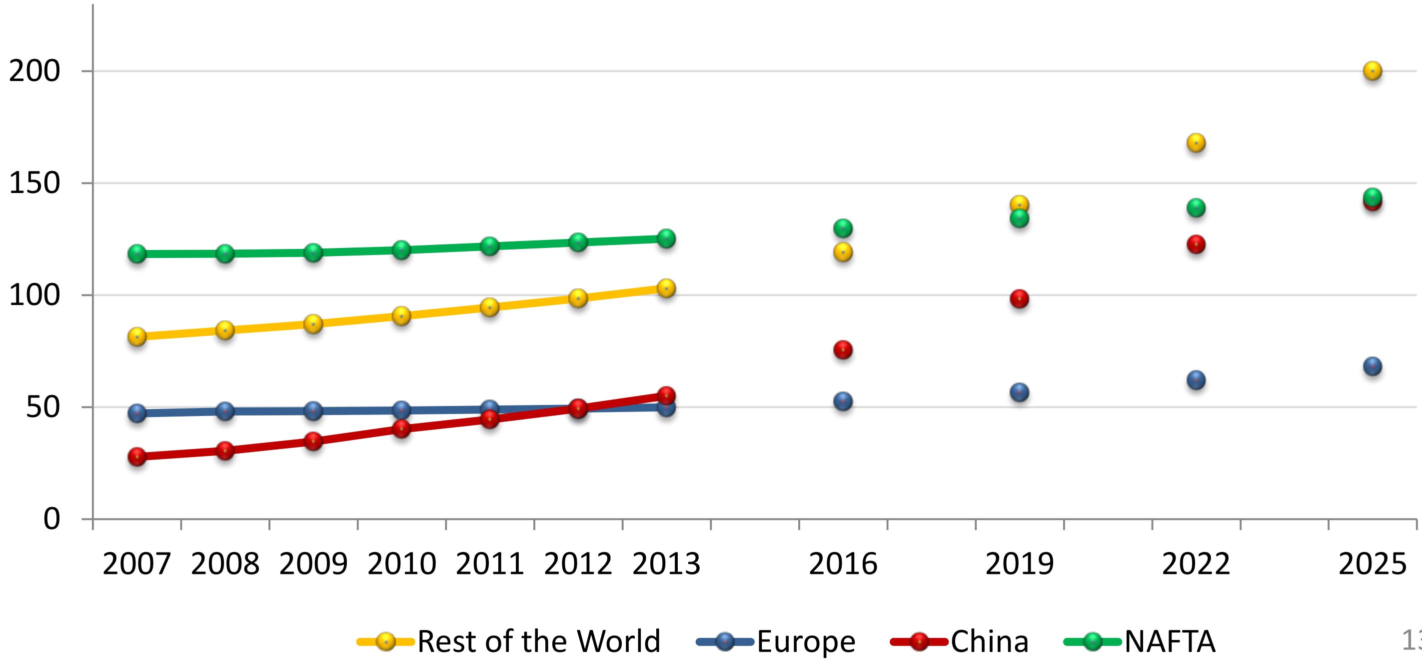
*Europe includes all of Eastern, Central and Western Europe

Evolution of Commercial Vehicle parc on world major markets

Source: LMC/in 000.000 units

		2007	2008	2009	2010	2011	2012	2013	2016	2019	2022	2025
Rest of the world	Africa	8	9	9	9	10	10	10	12	13	15	17
	ASEAN	14	15	15	16	16	17	18	20	23	26	30
	East Asia	23	22	22	22	22	21	21	20	21	22	23
	India	10	11	12	13	15	16	18	24	34	47	65
	Middle East	10	10	11	12	12	13	14	16	19	22	26
	Oceania	3	4	4	4	4	4	4	5	5	5	6
	South America	13	13	14	15	16	17	18	22	26	30	34
Europe*		47	48	48	48	49	49	50	53	57	62	68
China		28	30	35	40	45	49	55	76	98	123	142
NAFTA		118	118	119	120	122	124	125	130	134	139	144

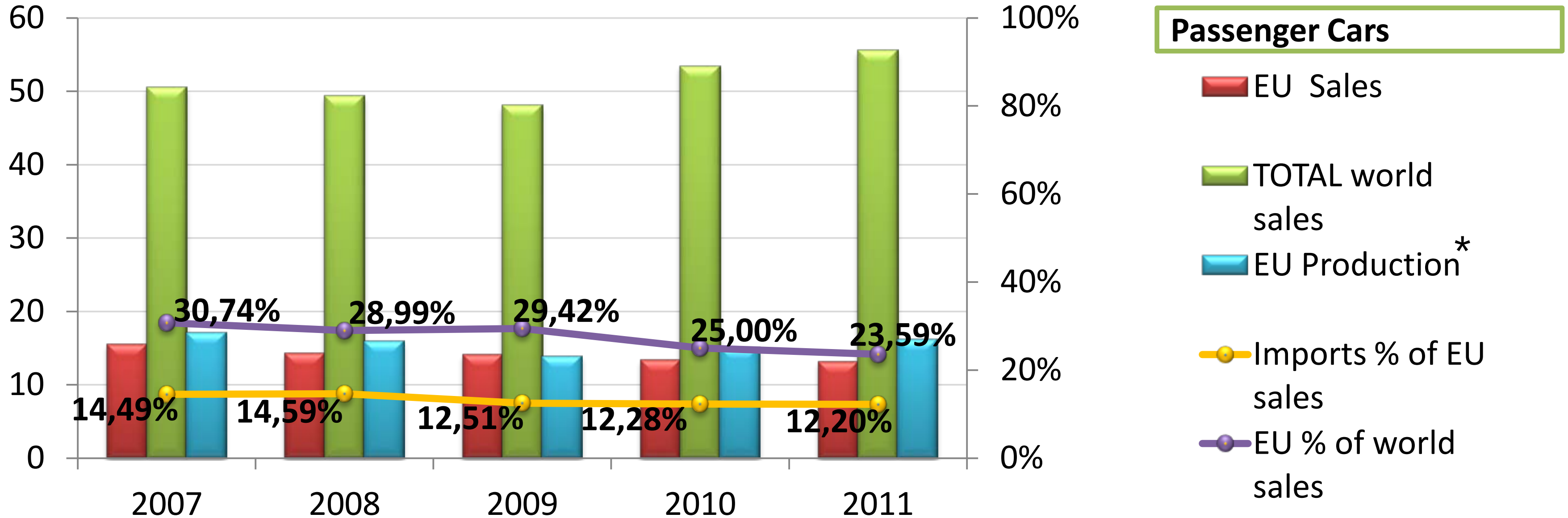
The Chinese commercial vehicles parc took over that of Europe in 2012. The rest of the world will take over NAFTA in 2019.

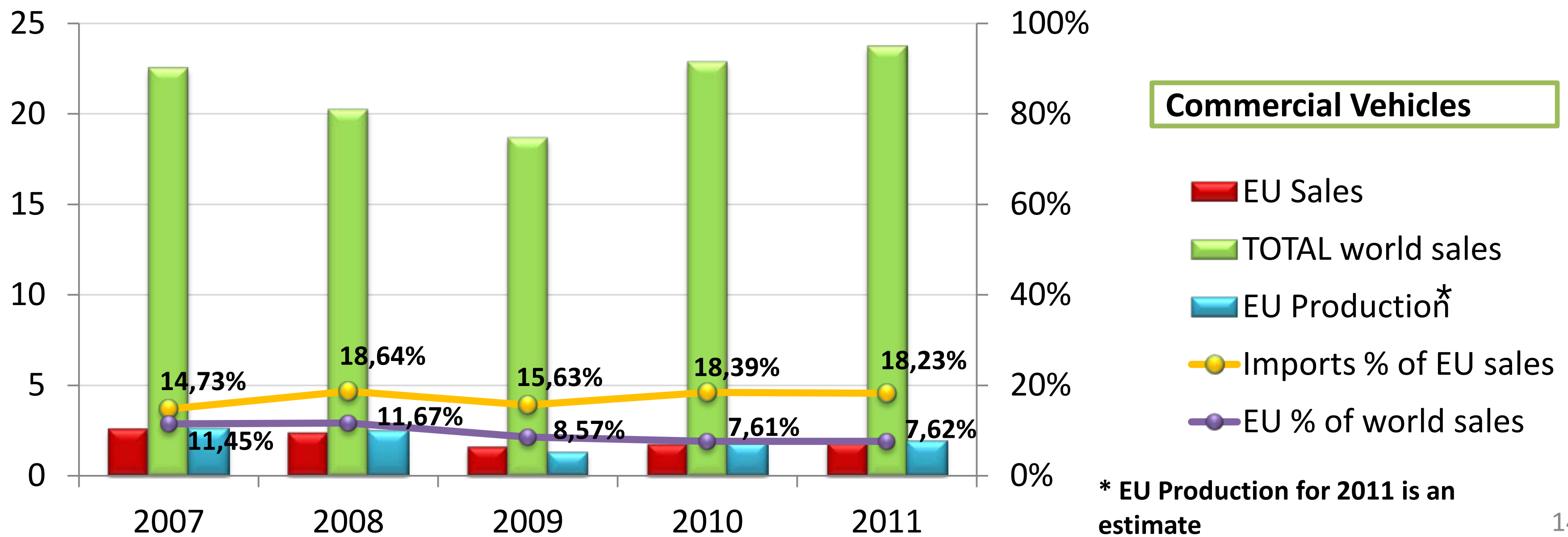


***Europe includes all of Eastern, Central and Western Europe**

Sales and imports of passenger cars, LCV and MHCV in the EU and the world

Source: LMC, ACEA and Eurostat/in 000.000 units

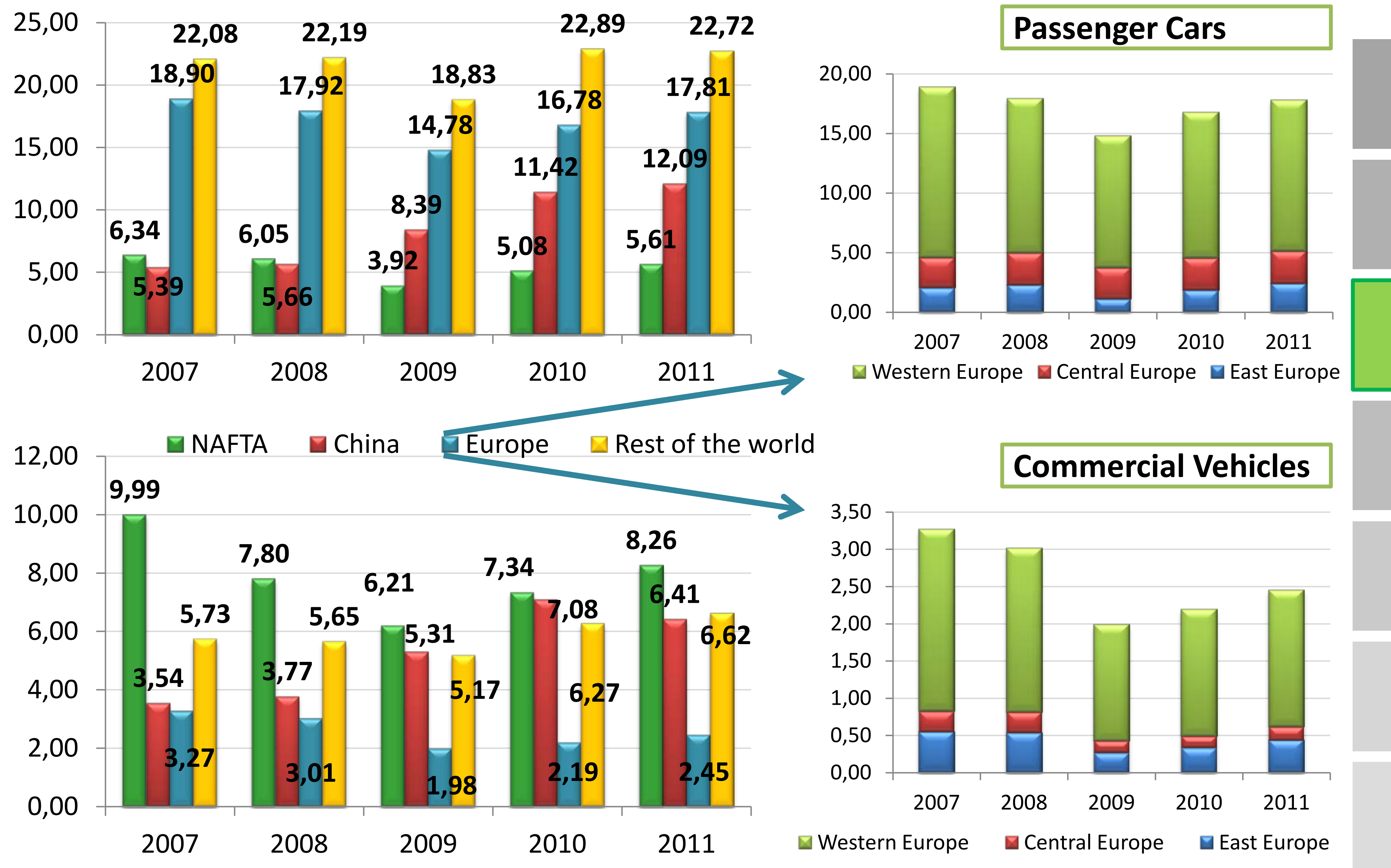




*** EU Production for 2011 is an estimate**

European production of passenger cars, LCV and MHCV in the EU

Source: LMC /in 000.000 units



GENERAL RUBBER GOODS

This section gives an overview of the European Industry producing General Rubber Goods (GRG).

The main findings are the following:

•After a sharp fall in 2008 and 2009, the GRG production trend of European main producer countries became positive again in 2010. In 2011 the progress slowed down and it remains still below the pre-crisis level – with the exception of Germany.

•Five out of 10 of the main GRG companies are European.

•The trade balance is still positive, although by a small amount, if imports and exports are measured in euros, but negative when measured in tonnes.

•Imports are dominated by countries producers of natural rubber, exports are more evenly distributed.

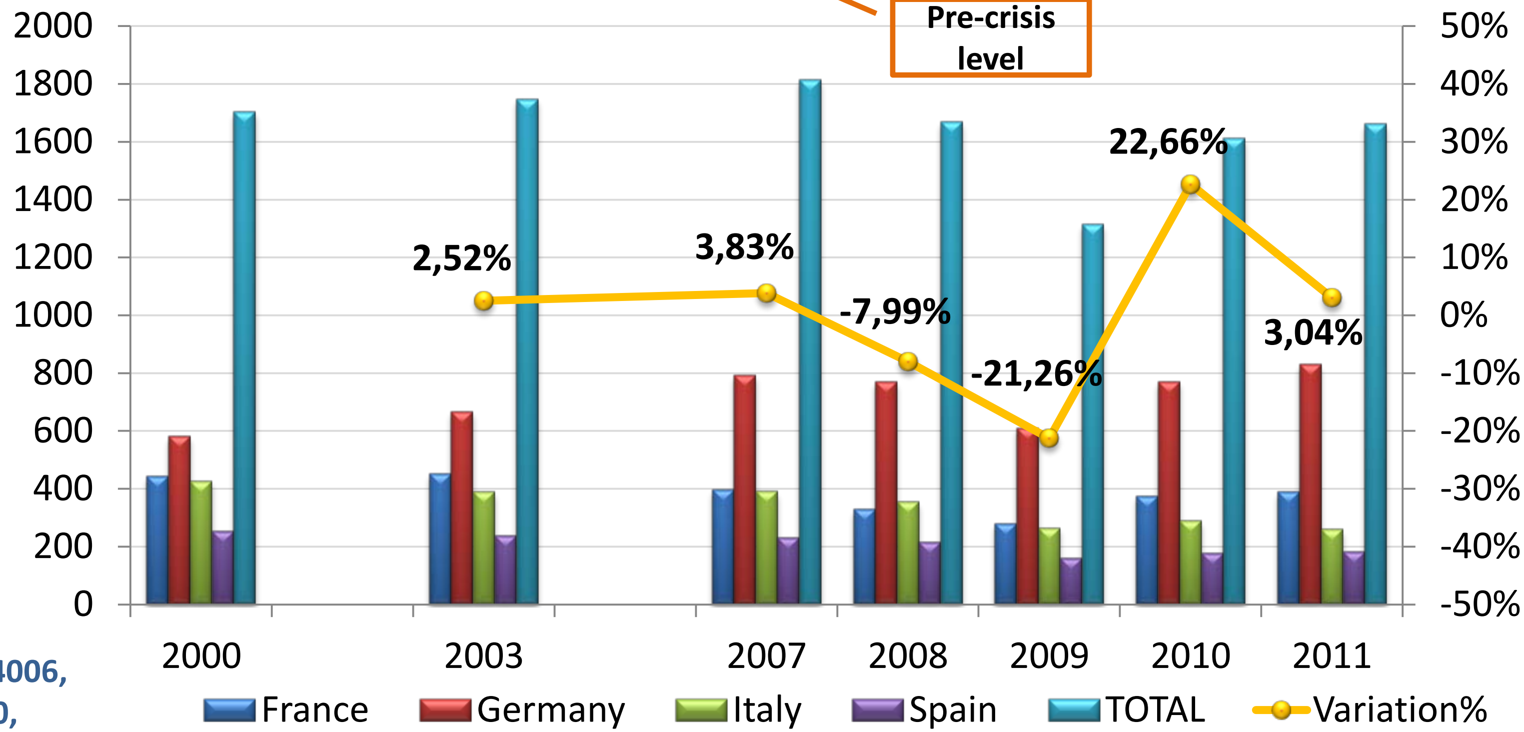
Evolution of GRG production*

Source: ETRMA/in 000 tonnes

	2000	2003	2007	2008	2009	2010	2011
France	444	453	398	330	280	375	390
Germany	582	667	793	770	610	770	830
Italy	426	391	392	354	264	290	259
Spain	253	237	232	216	161	178	183
TOTAL	**1705**	**1748**	**1815**	**1670**	**1315**	**1613**	**1662**

Pre-crisis level

After the fall in production of 2009, GRG production made a leap in 2010, but as of the end of 2011 GRG production levels did not recovered its pre-crisis level.



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

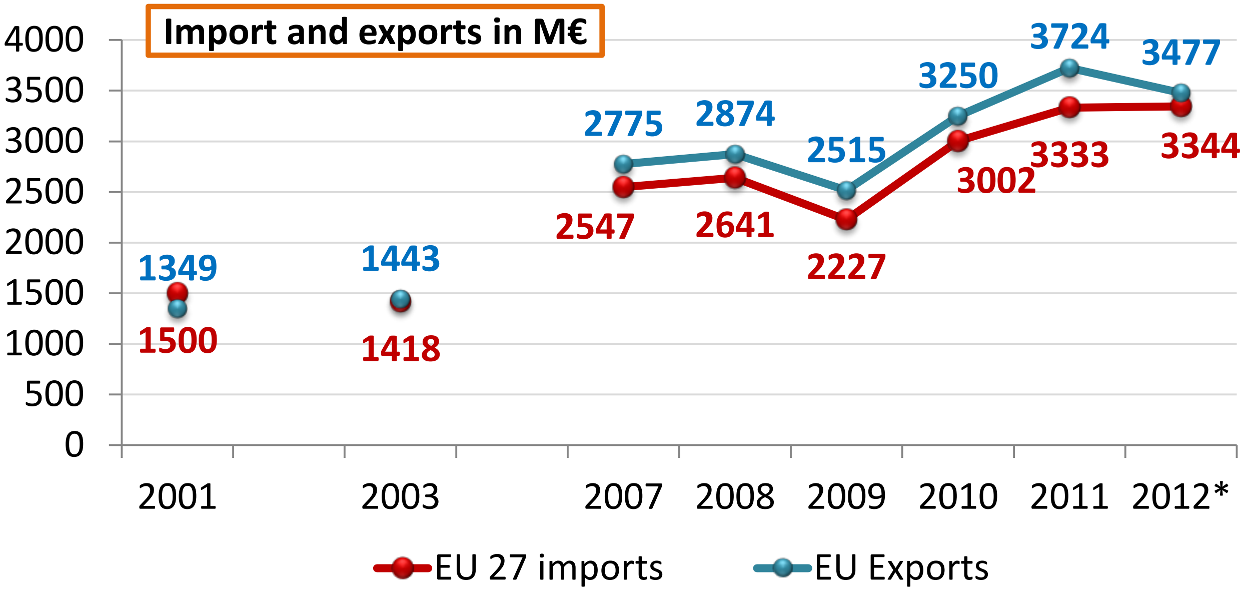
Top 10 global GRG companies

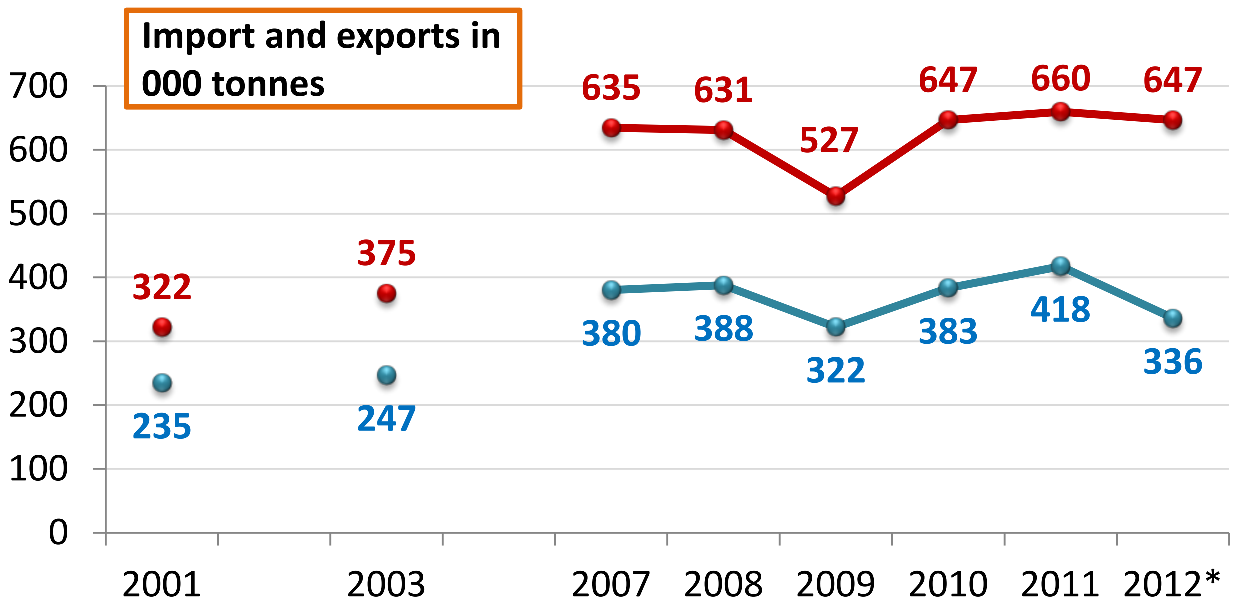
Source: ERJ

Rank 2011	Rank 2010	Company	Headquarter	2011 Non tyre rubber sales in $M	2010 Non tyre rubber sales in $M	Variation
1	2	Continental AG	Germany	4605	5033	-9%
2	1	Hutchinson SA	France	4164	3775	10%
3	4	Trelleborg AB	Sweden	3896	3532	10%
4	3	Freudenberg Group	Germany	3890	3405	14%
5	5	Bridgestone Corp	Japan	3793	3258	16%
6	6	NOK Inc.	Japan	3393	3123	9%
7	7	Tokai Rubber Ind.	Japan	3035	3023	0%
8	8	Pinafore Holdings	UK	2956	2921	1%
9	9	Cooper Standard Auto.	USA	2852	2412	18%
10	10	Parker-Hannifin Corp	USA	2470	2000	24%

GRG°Import/Export and main world markets

Source: Eurostat





The graphs show that while GRG imports significantly outweighs exports in tonnage, the exports are higher when measured in value. The reason for this is that the EU imports "row materials" at a lower value and export them as finished products at a higher one.

However, it should also be noted that EU exports are declining and for the first time since 2001 import and exports are getting closer.

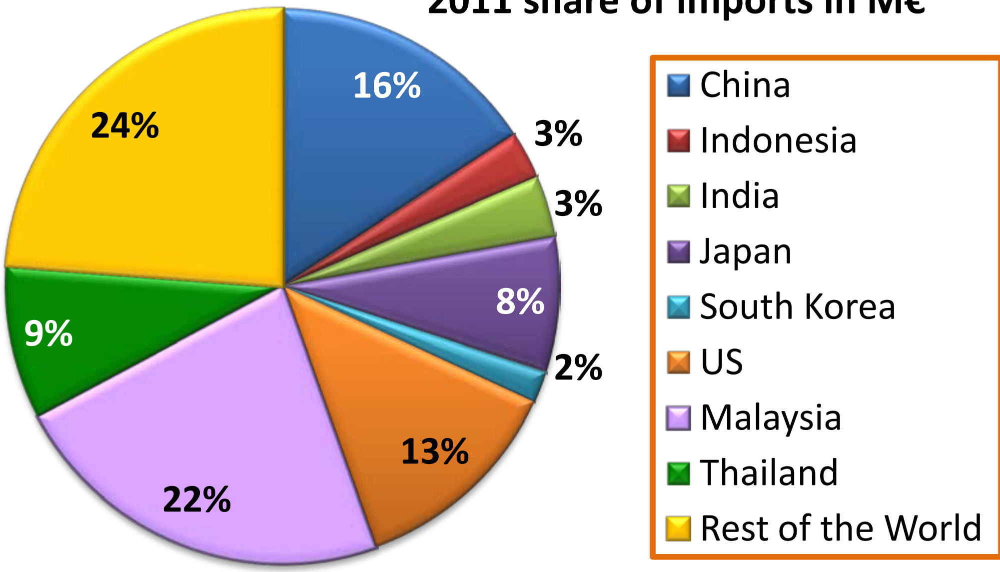
°HS Codes: 4007, 4008, 4009, 4010, 4014, 4015, 4016.9100, 4016.9200, 4016.9300

* Estimate on the basis of data until June 2012.

GRG Import/Export and main world markets

Source: Eurostat/000 tonnes

2011 share of imports in M€



The high proportion of imports from Malaysia and Thailand confirms that the European rubber industry imports a considerable amount of raw rubber materials to transform it in high technology products.

Major imported products in tonnes	2011
Plates, sheets and strip of rubber*	81,92
Floor coverings and mats	75,19
Surgical gloves	81,62
Gloves, mittens and mitts of rubber	142,03
Tubes, pipes and hoses of rubber	110,80

* Cellular and non cellular

2011 share of exports in M€

The exports are instead more diversified in terms of destinations and a part from the US, China and Russia, the exports seem to be evenly divided amongst third countries.

Major exported products in tonnes	2011
Tubes, pipes and hoses of rubber	108,13
Transmission and conveyors belts	75,38
Floor coverings and mats	67,65
Plates, sheets and strip of rubber*	63,99
Gaskets, washers and other seals	48,26

* Cellular and non cellular

TYRES

This section gives an overview of the car, light trucks, trucks and agricultural tyres segments of the European market including imports and exports and used tyres.

The main findings are the following:

•Tyre production in Europe increased in 2011, but it still has not reached pre-crisis level;

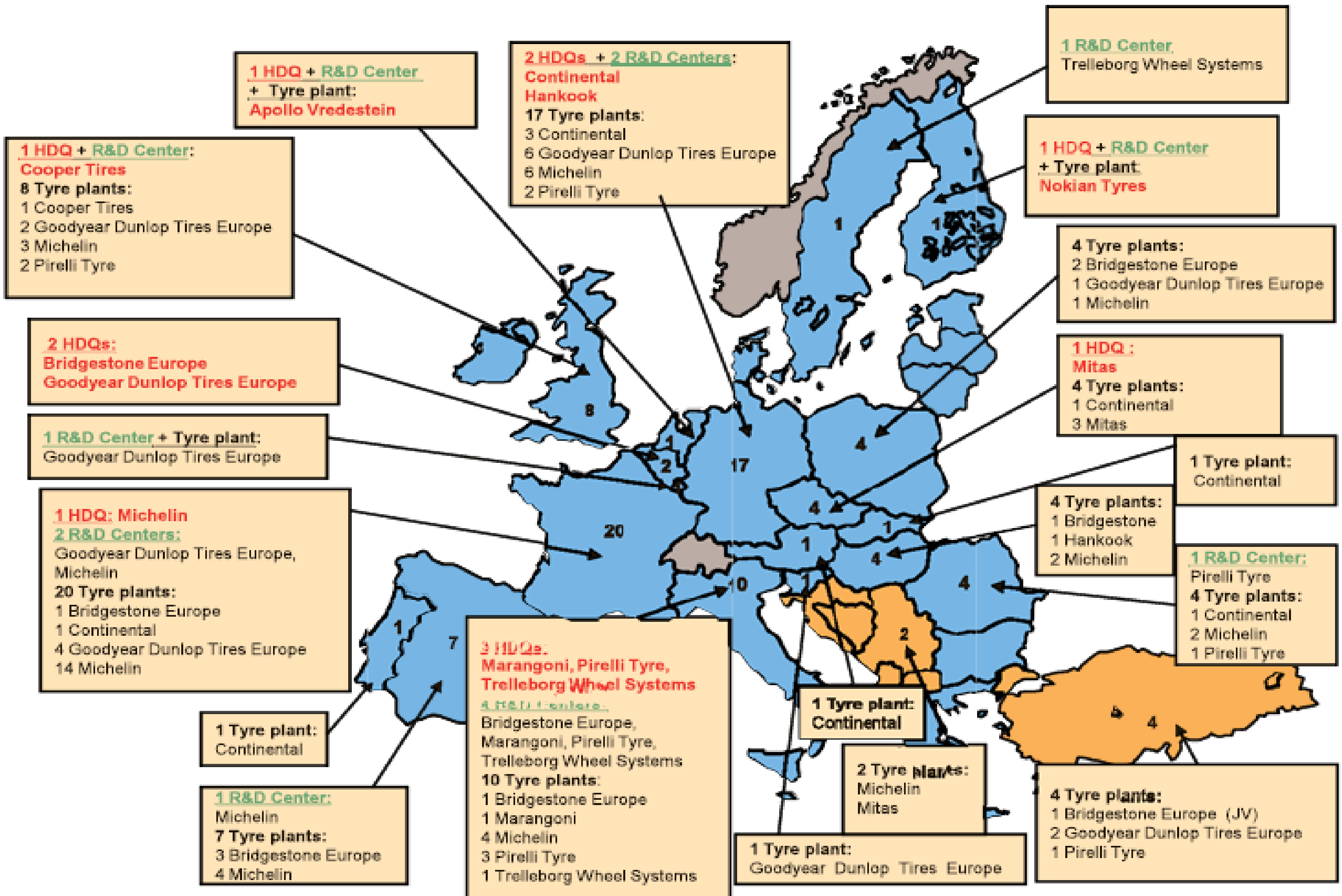
•The market share of ETRMA's members in Europe is decreasing and it reached the all time low of 77% in the cars and light truck segment and 81% in the truck and bus segment;

•Tyre trade flow remains unbalanced with China dominating the imports in all segments;

•Since the entry into force of the FTA with Korea, exports have been steadily growing and in 2011 they were three times the volume of the previous year;

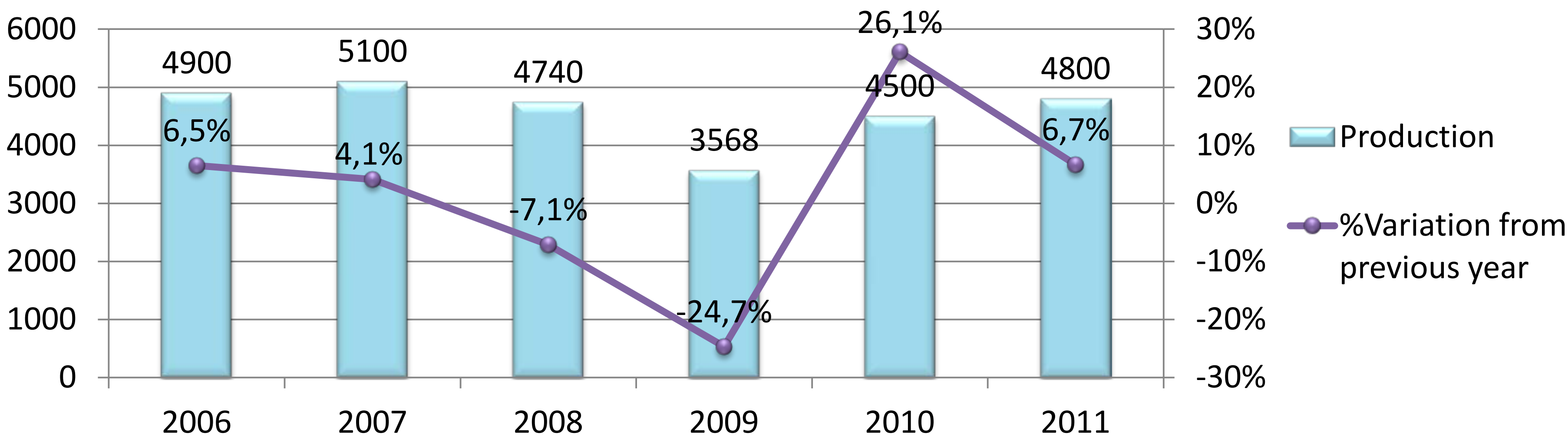
•Tyre Recovery remains high and sustainable in Europe.

ETRMA's tyre companies plants



EU tyre production and ranking of world tyre companies' sales

Source: ETRMA/000 tonnes and ERJ*

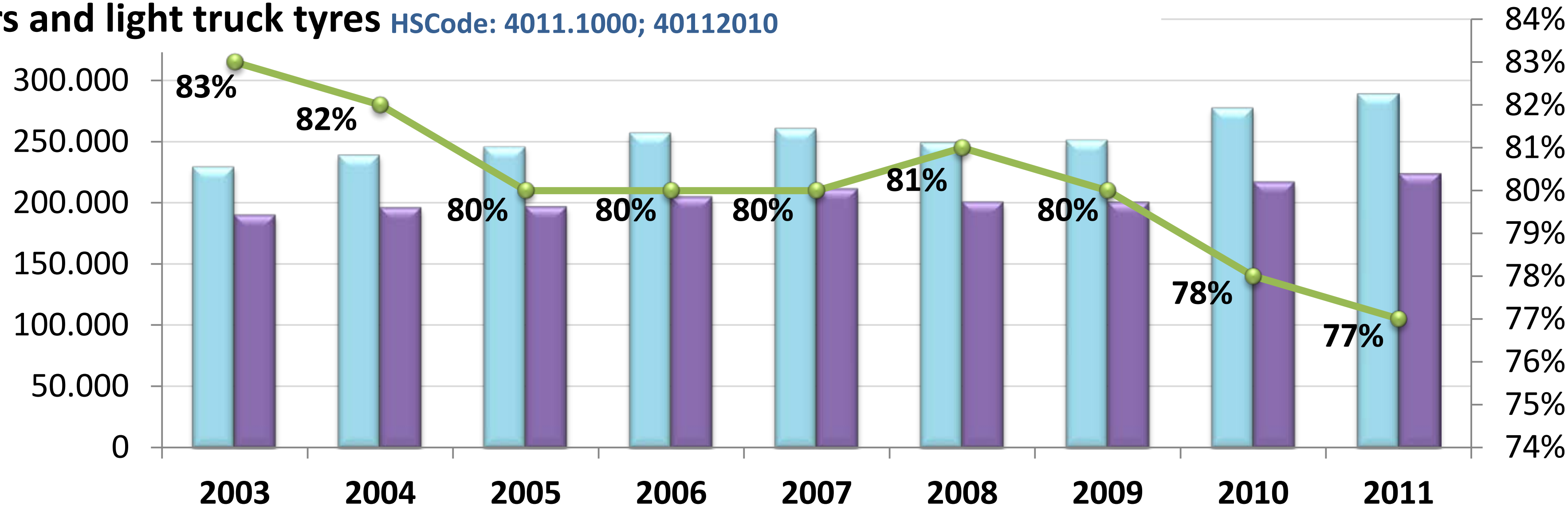


2011	2010	Company	Headquarter	2011 sales in €M	2010 sales in €M	Variation
1	1	Bridgestone	Japan	21.819	18.922	15%
2	2	Michelin	France	21.025	17.442	21%
3	3	Goodyear	USA	15.714	13.131	20%
4	4	Continental	Germany	8.164	6.275	30%
5	5	Pirelli	Italy	5.983	4.897	22%
6	6	Sumitomo	Japan	4.623	4.532	2%
7	7	Yokohama	Japan	4.405	3.680	20%
8	8	Hankook	South Korea	3.439	3.496	-2%
9	10	Maxxis International	Taiwan	3.273	2.600	26%
10	9	Hangzhou Zhogce	China	3.269	3.361	-3%

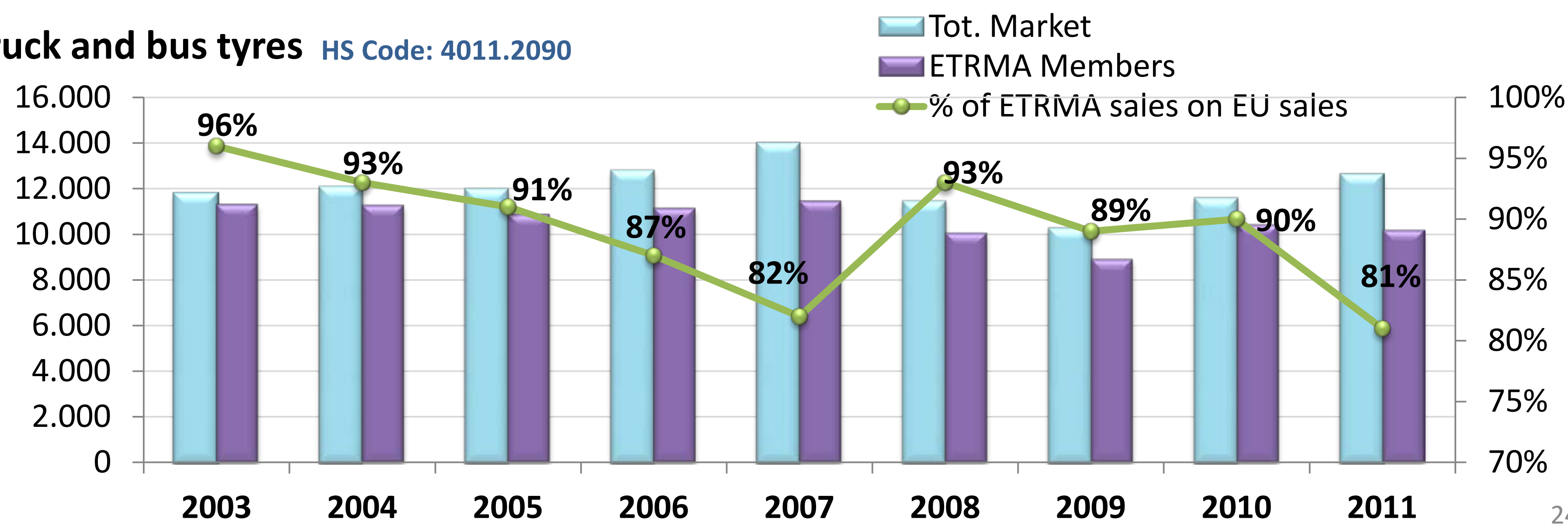
Annual sales trends on the European tyre replacement market

Source: Europool and Eurostat/in 000 units

Cars and light truck tyres HSCode: 4011.1000; 40112010

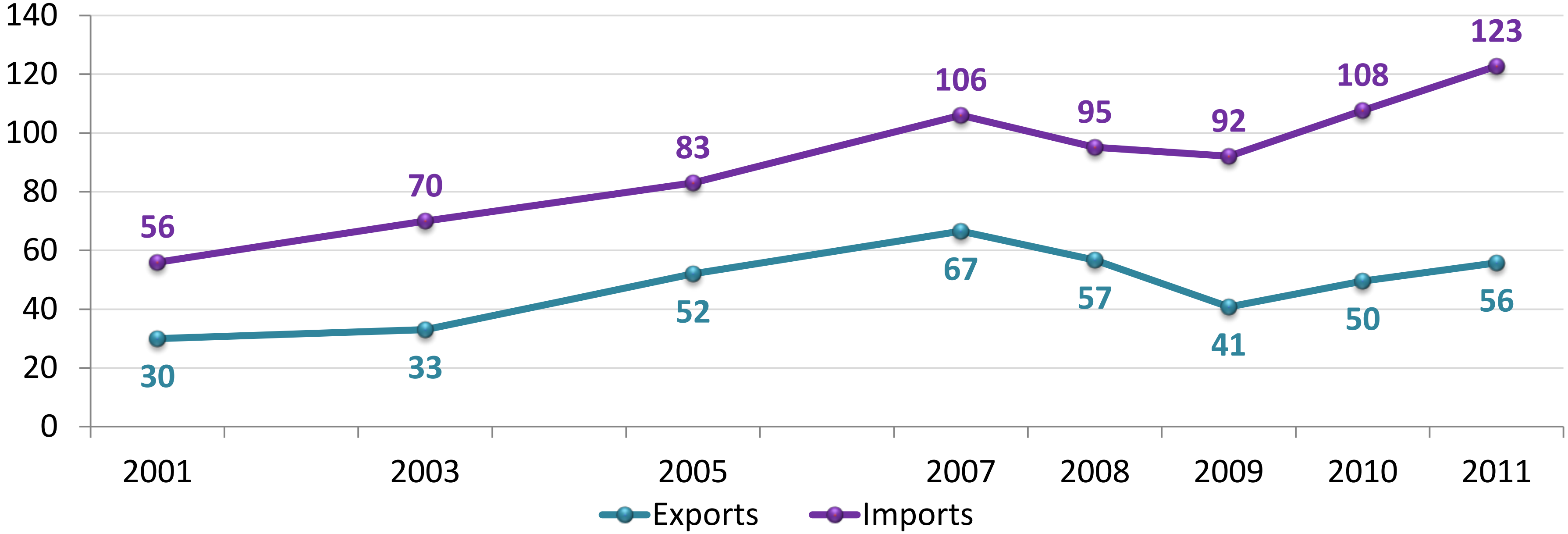


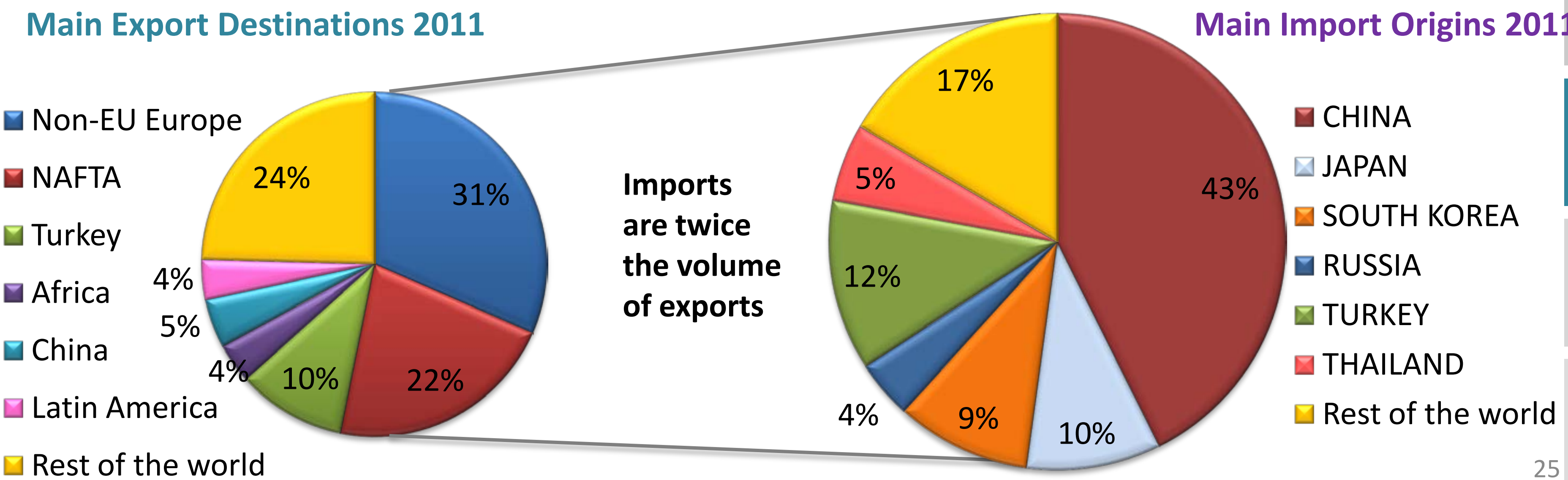
Truck and bus tyres HS Code: 4011.2090



Import / export of passenger and light vehicles tyres

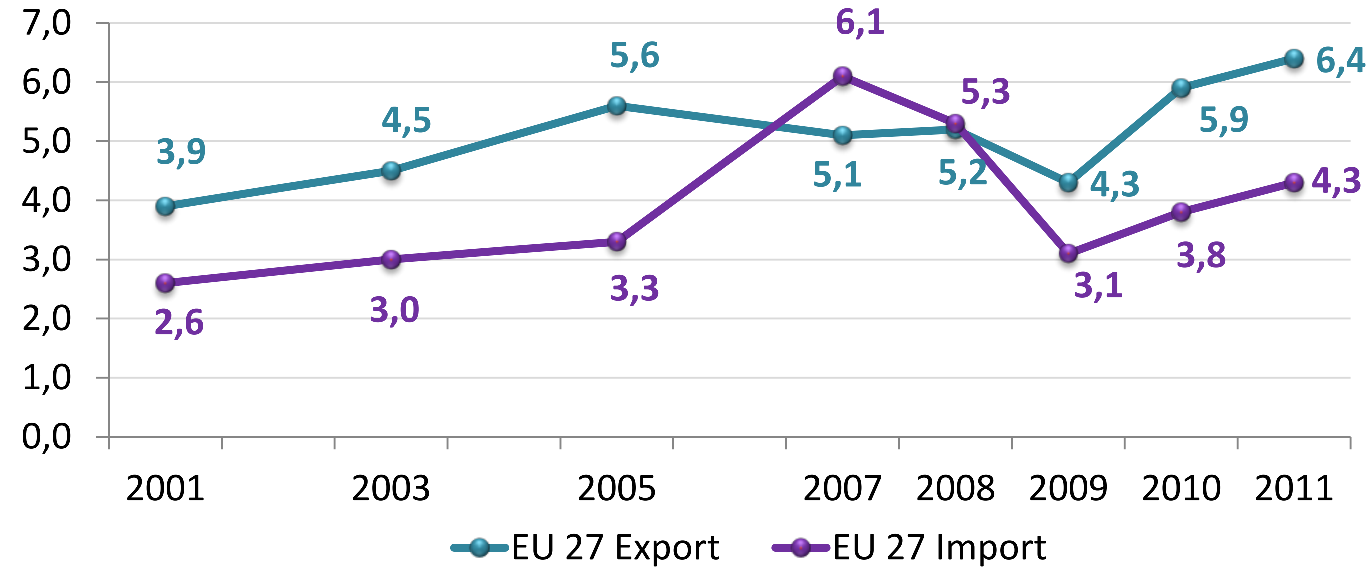
Source: Eurostat/ in 000.000 units





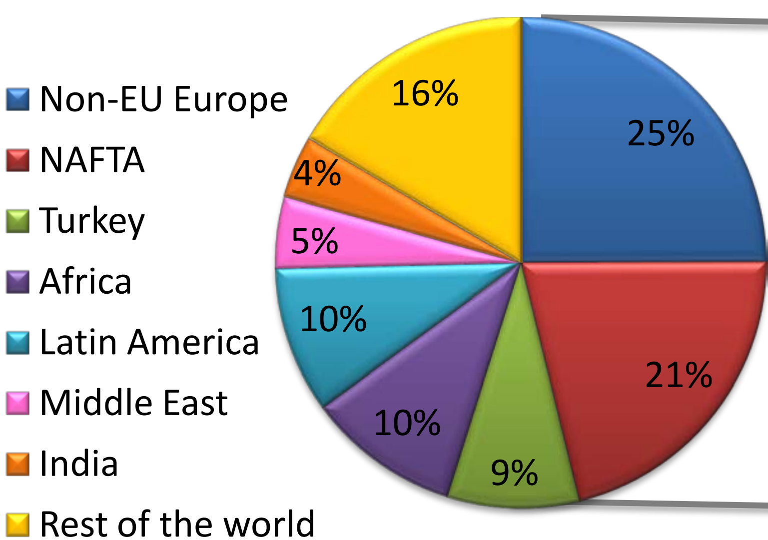
Import / export of truck tyres

Source: Eurostat/ in 000.000 units



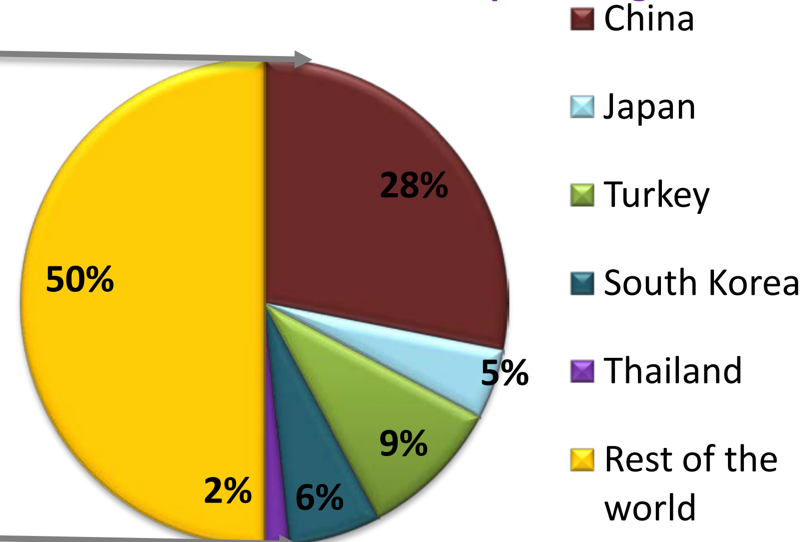
The drop in EU exports of 2007 can be interpreted with the beginning for the subprime crisis in the US, which is one of the main markets for EU tyre exports. The descending trend of EU exports lasted until 2010, when a slow recovery started.

Main Export Destinations 2011



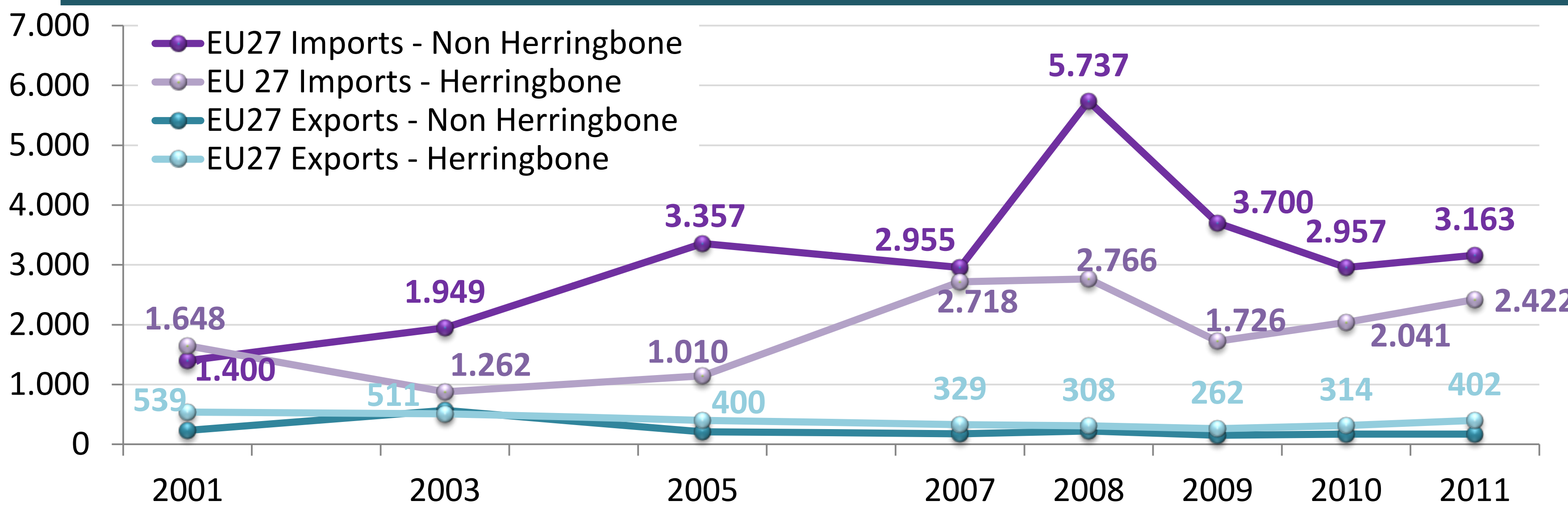
Exports are 1,4 times the amount of imports

Main Import Origins 2011



Import / export of agricultural tyres*

Source: Eurostat/ in 000 units *HS Code: herringbone tyres 4011.6100; 4011.9110



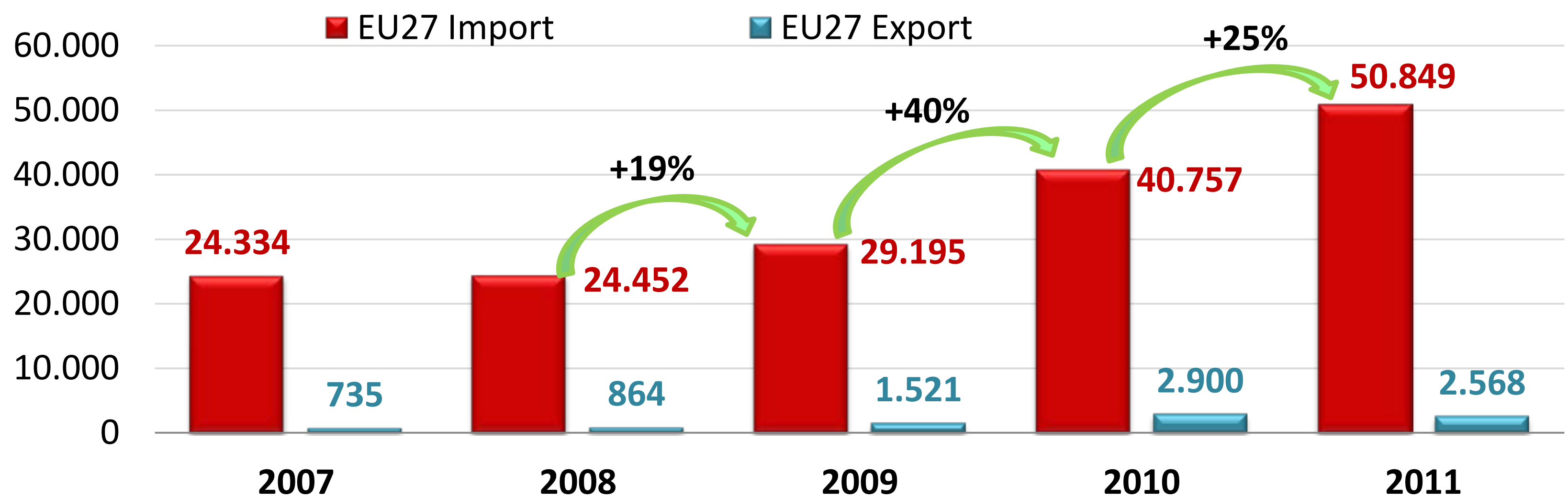
Non herringbone Imports and Exports country breakdown

Herringbone Imports and Exports country breakdown

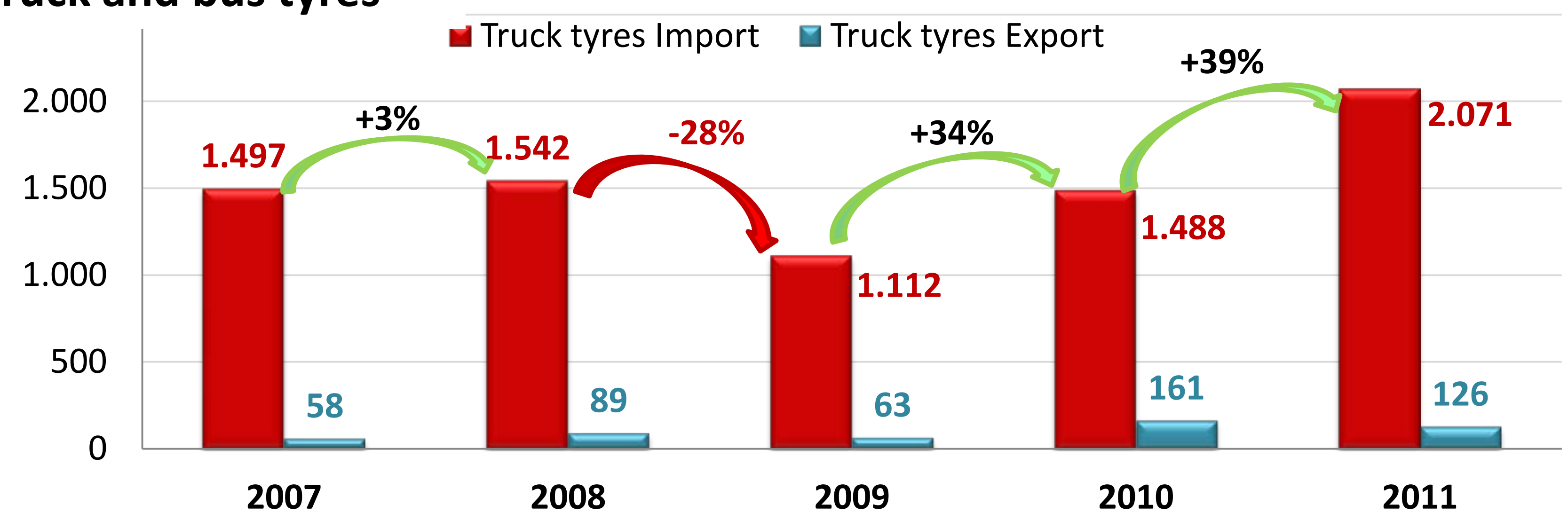
Import / export of tyres with China

Source: Eurostat/000 units

Cars and light truck tyres



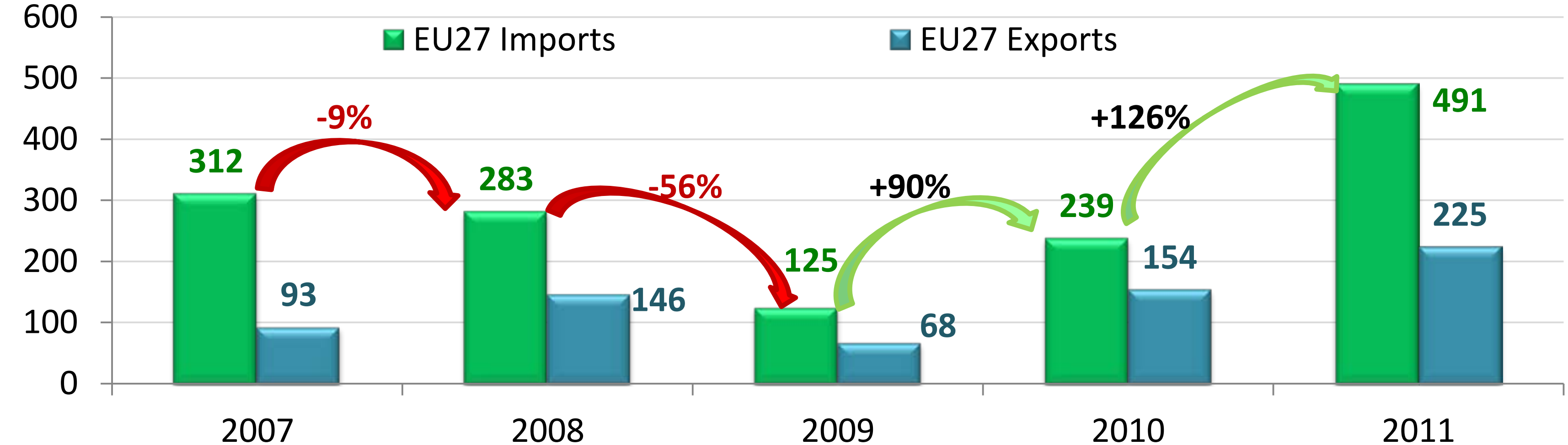
Truck and bus tyres



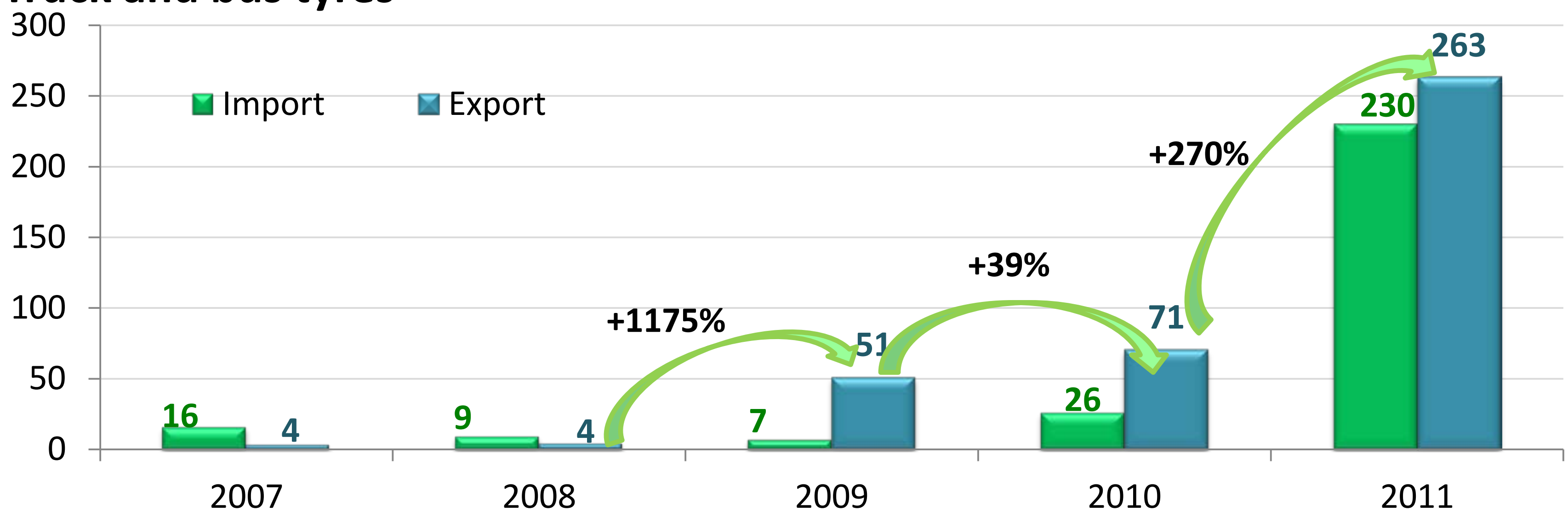
Import / export of tyres with India

Source: Eurostat/000 units

Cars and light truck tyres



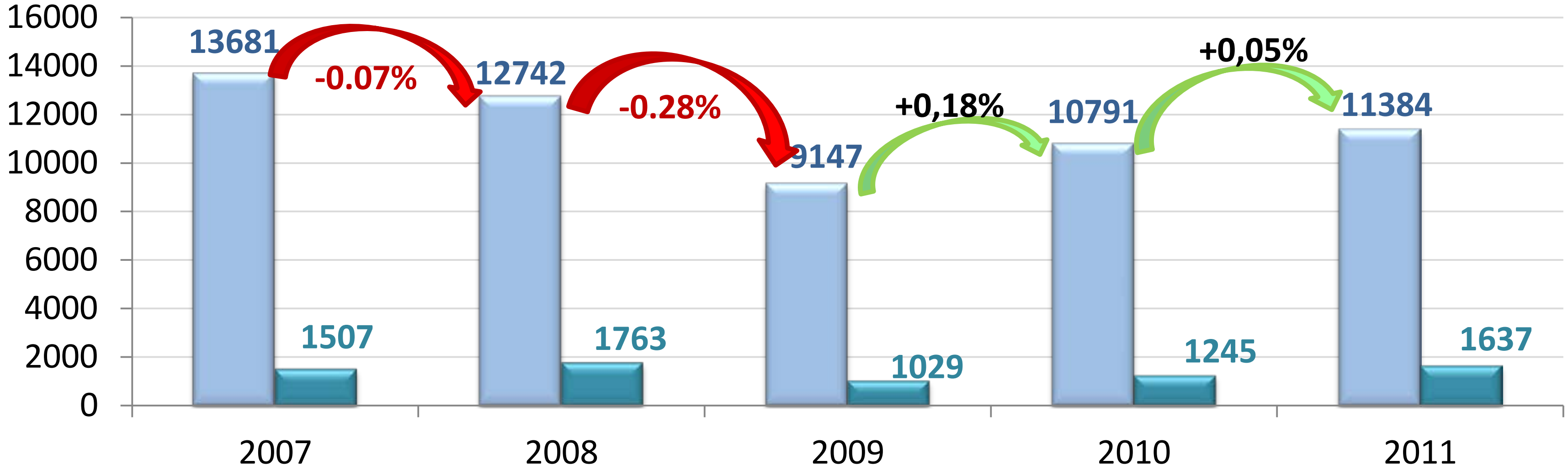
Truck and bus tyres



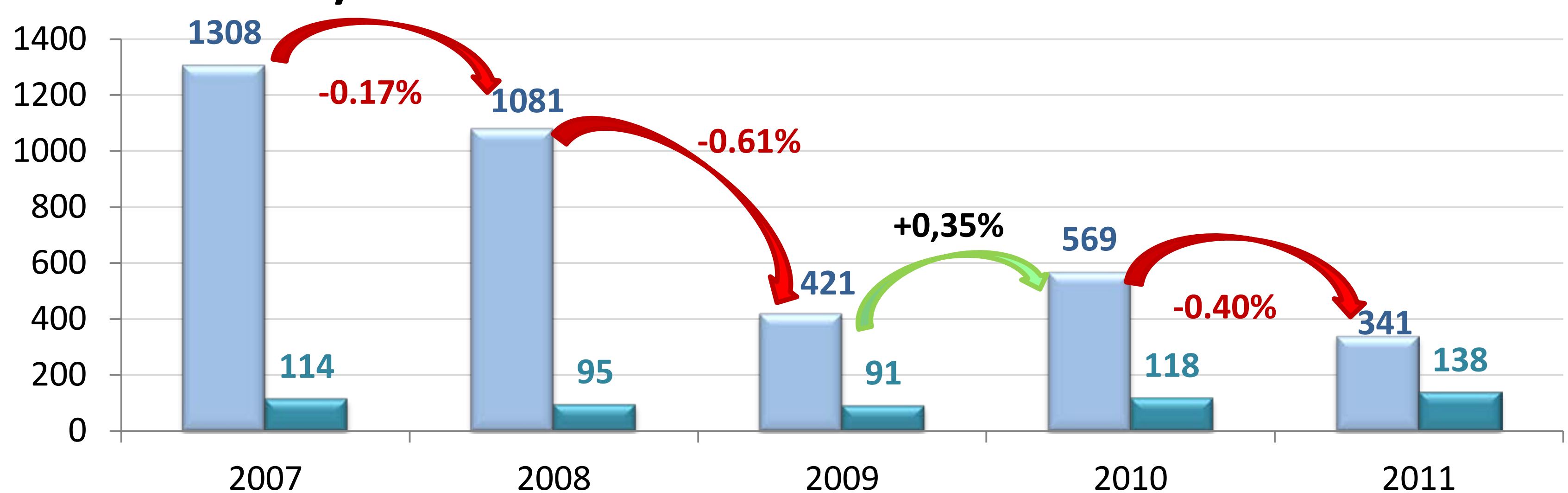
Source: Eurostat/000 units

Import / export of tyres with Japan

Cars and light truck tyres



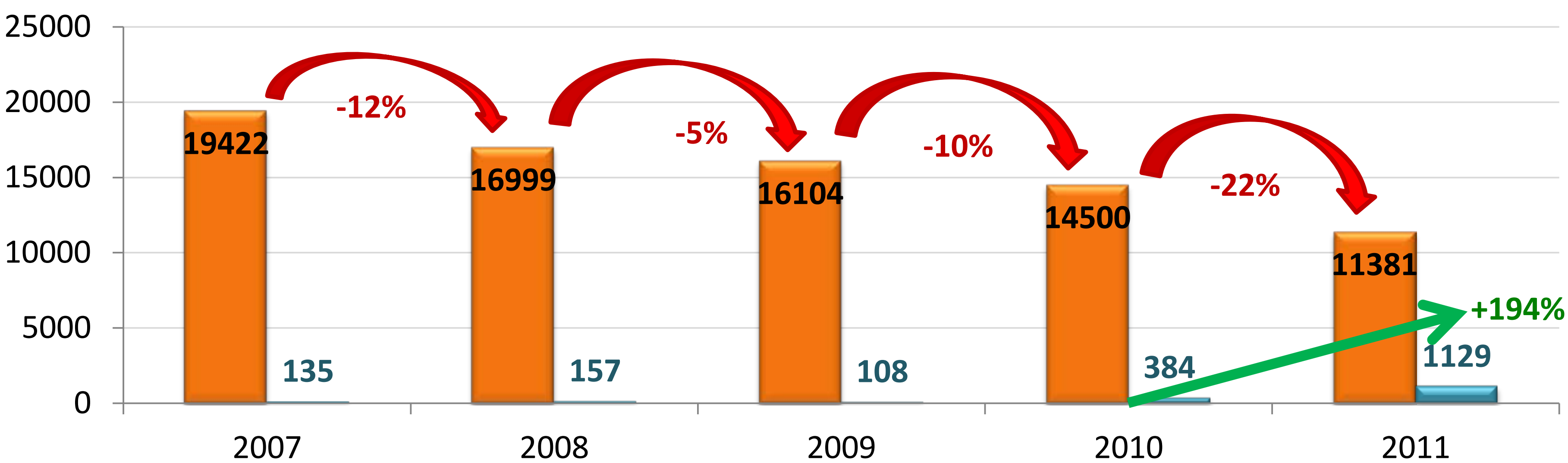
Truck and bus tyres



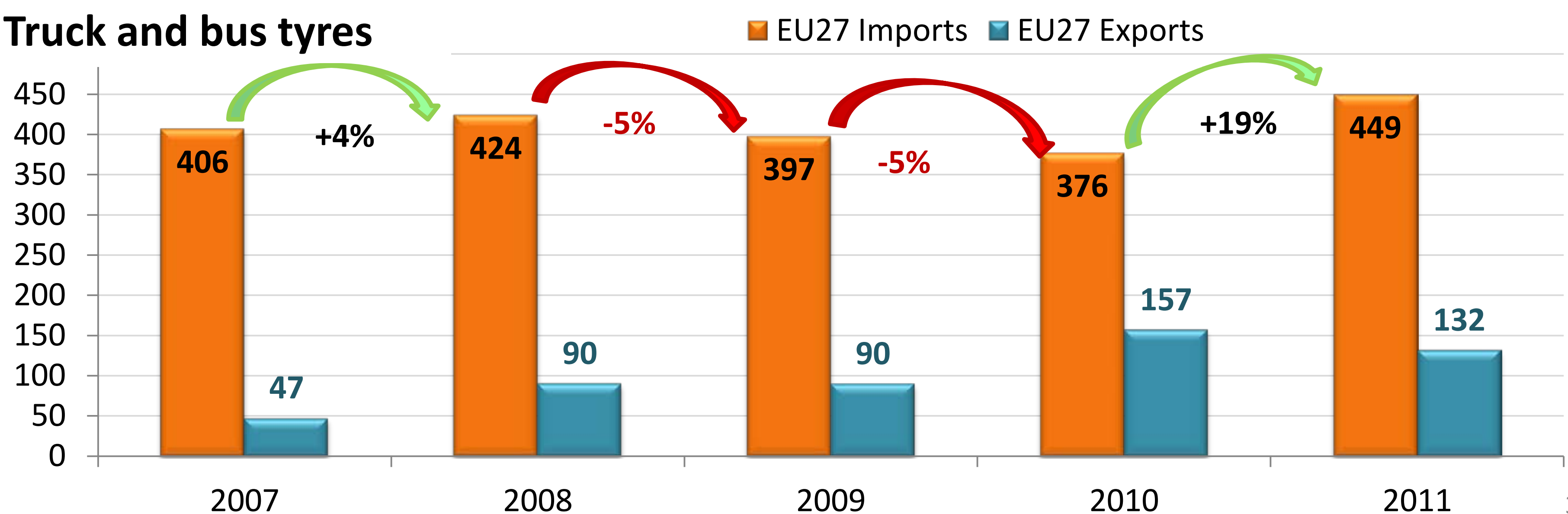
Import / export of tyres with Republic of Korea

Source: Eurostat/000 units

Cars and light truck tyres



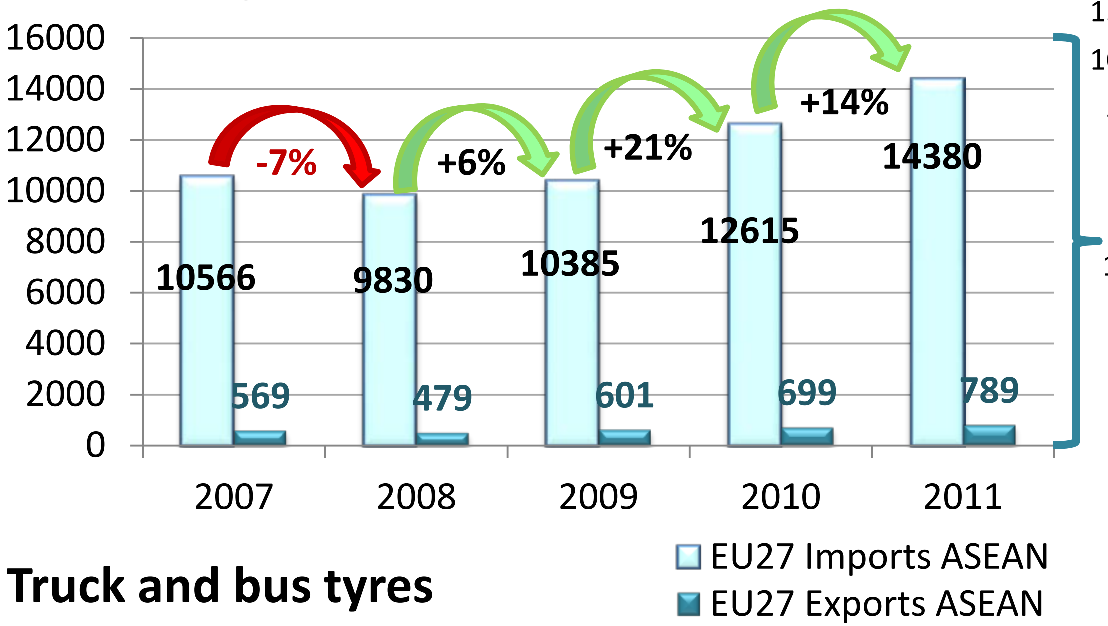
Truck and bus tyres

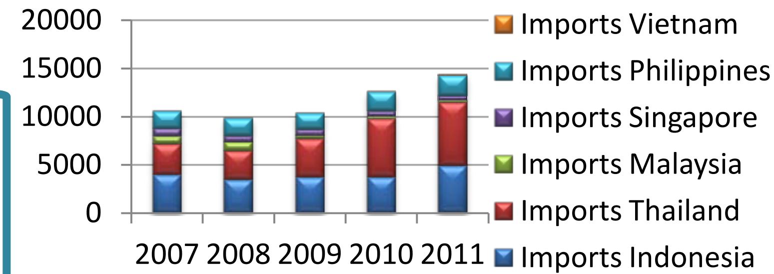


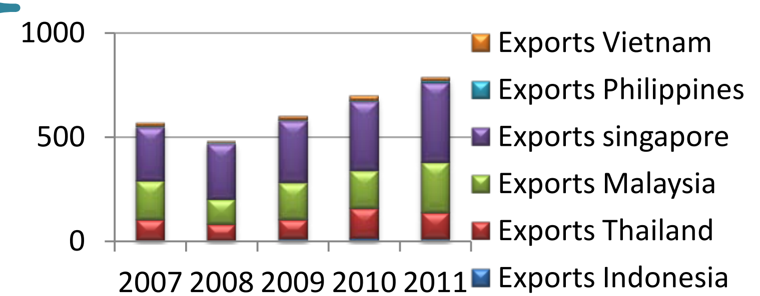
Import / export of tyres with ASEAN

Source: Eurostat/000 units

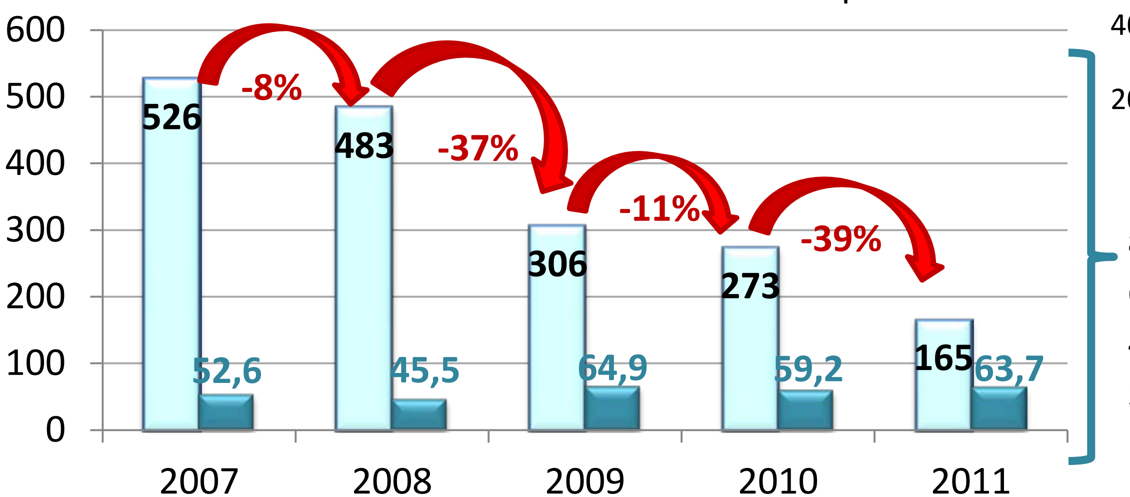
Cars and light truck tyres

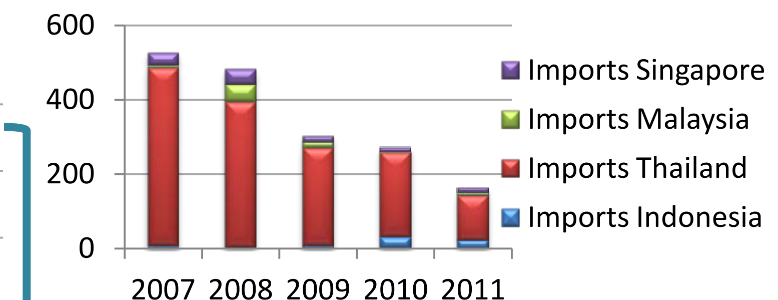


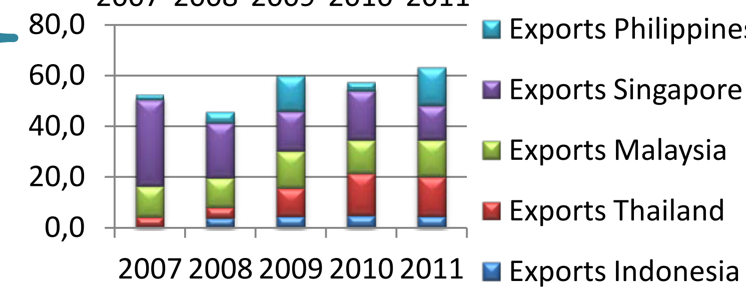




Truck and bus tyres



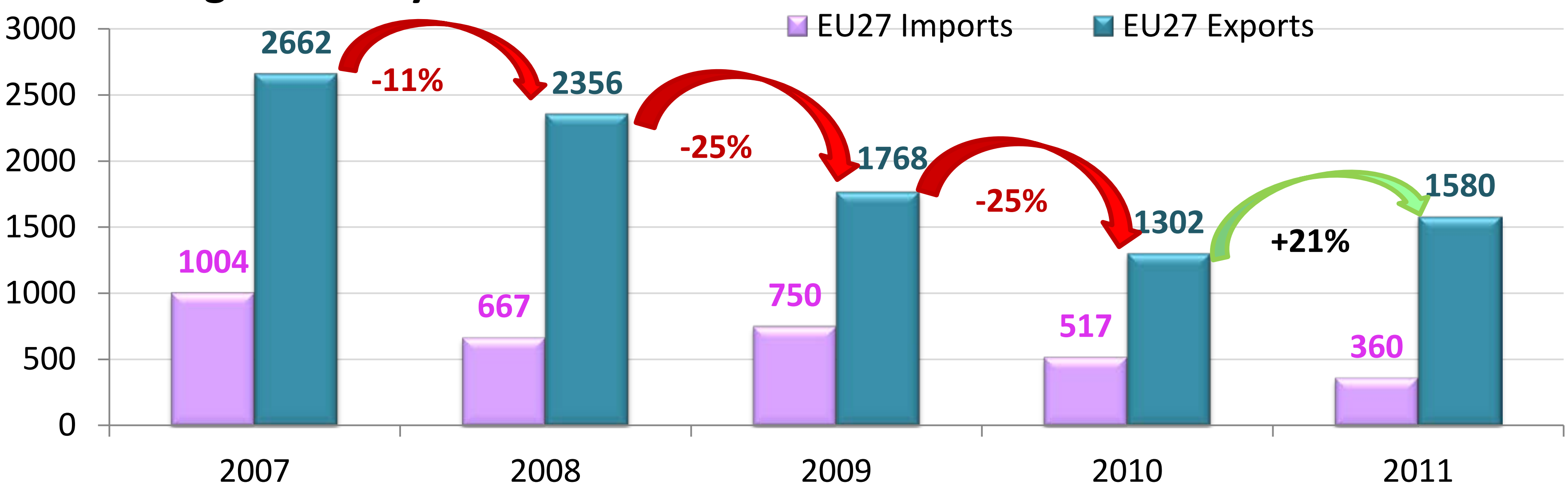




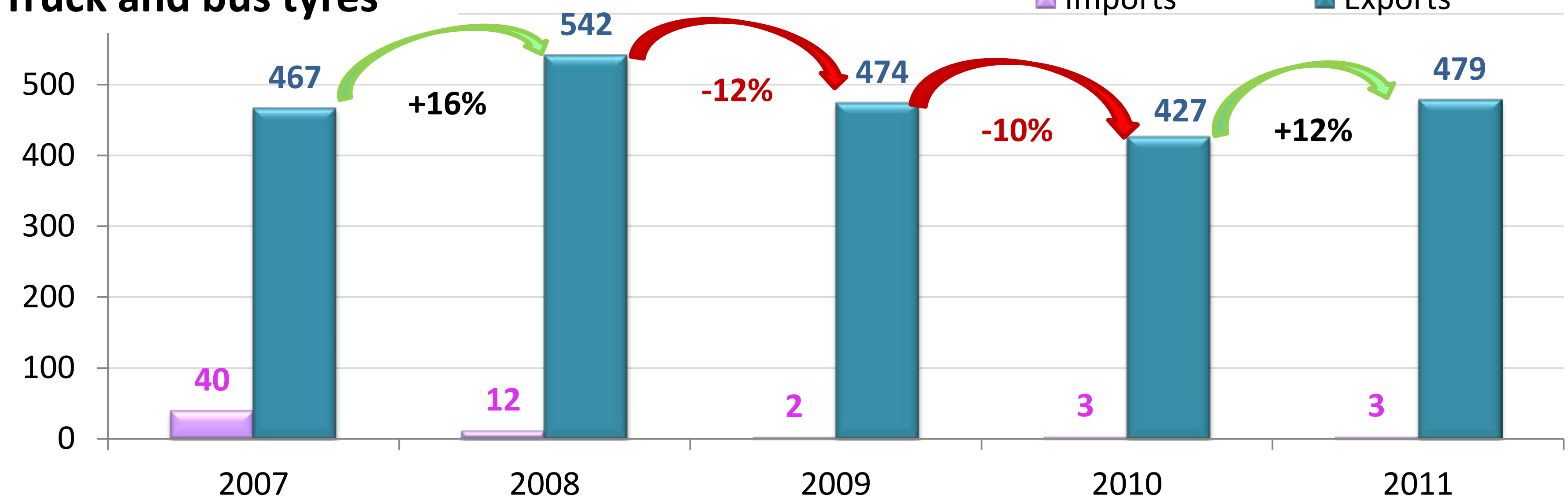
Import / export of tyres with GCC

Source: Eurostat/000 units

Cars and light truck tyres



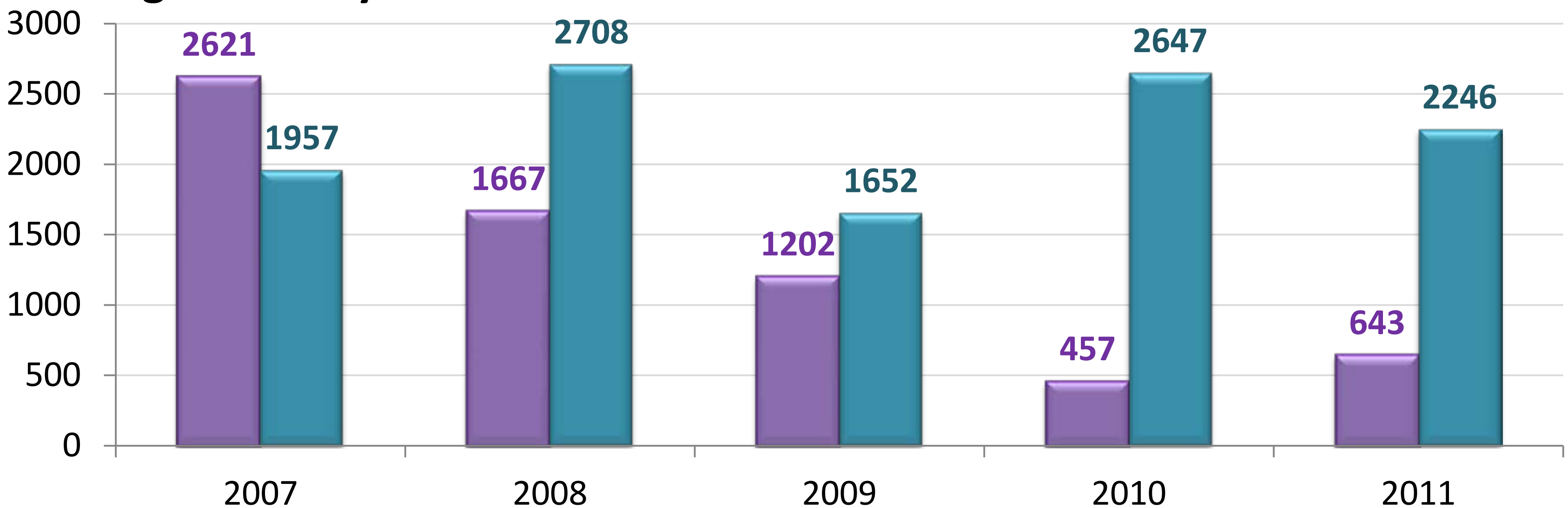
Truck and bus tyres



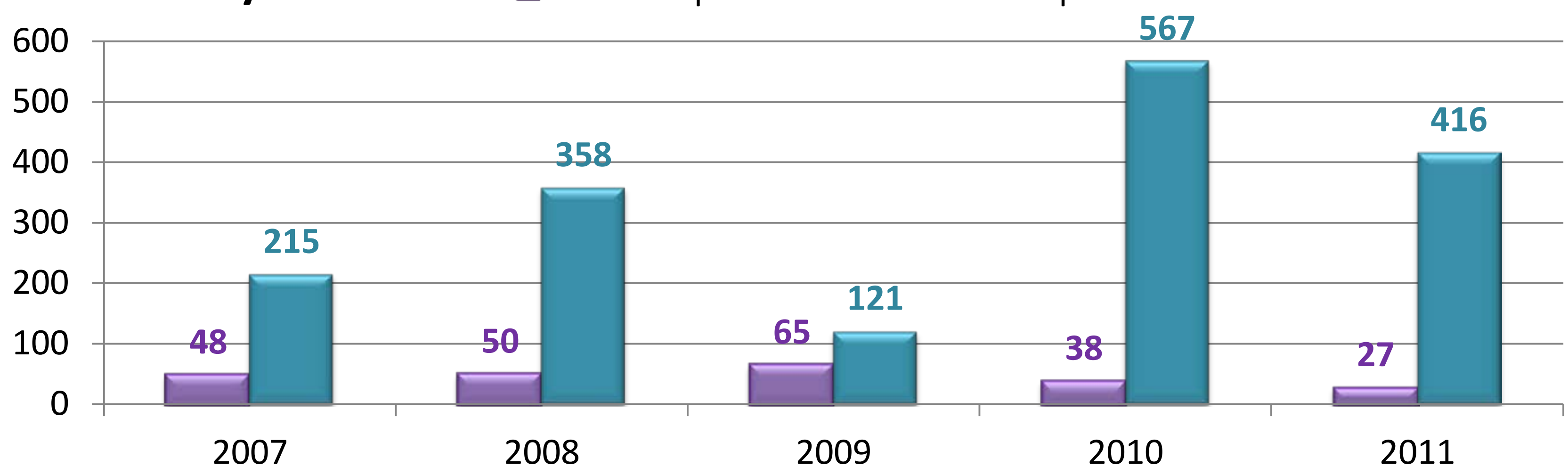
Import / export of tyres with Mercosur

Source: Eurostat/000 units

Cars and light truck tyres



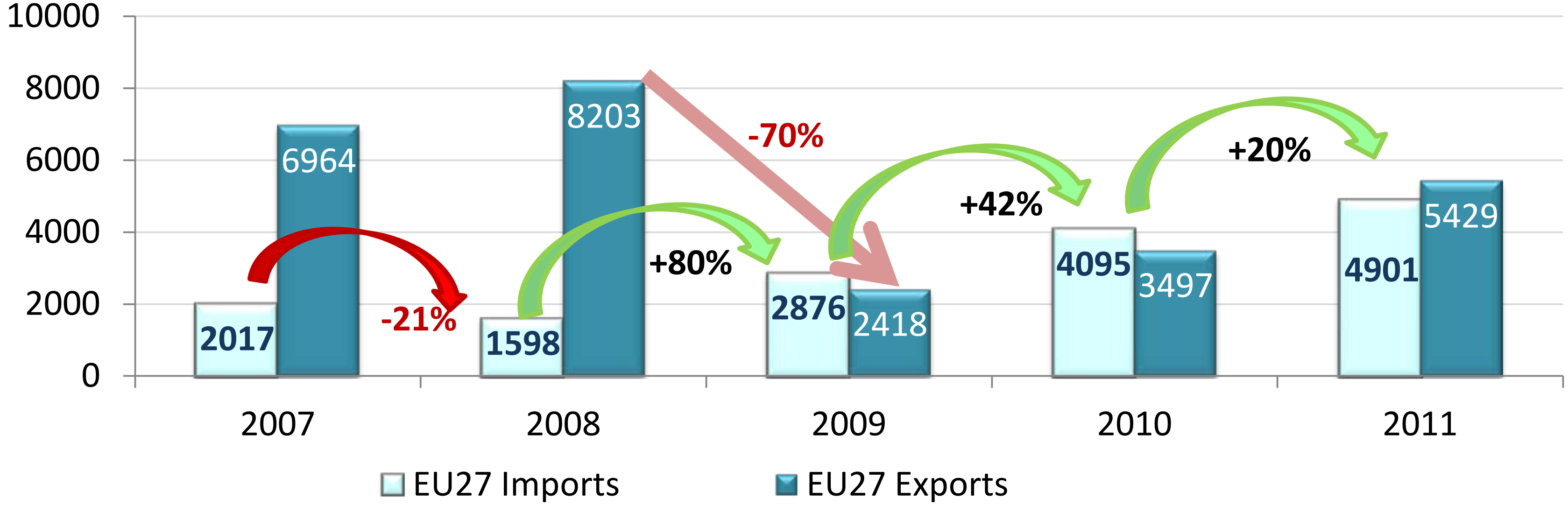
Truck and bus tyres



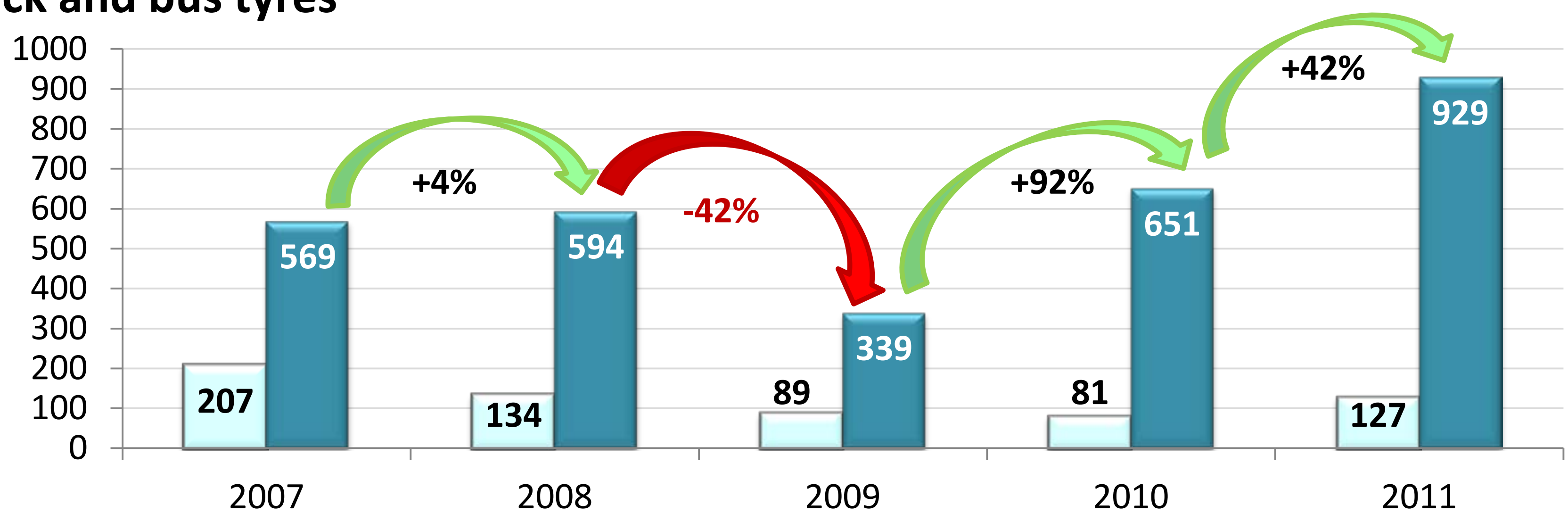
Import / export of tyres with Russia

Source: Eurostat/000 units

Cars and light truck tyres



Truck and bus tyres

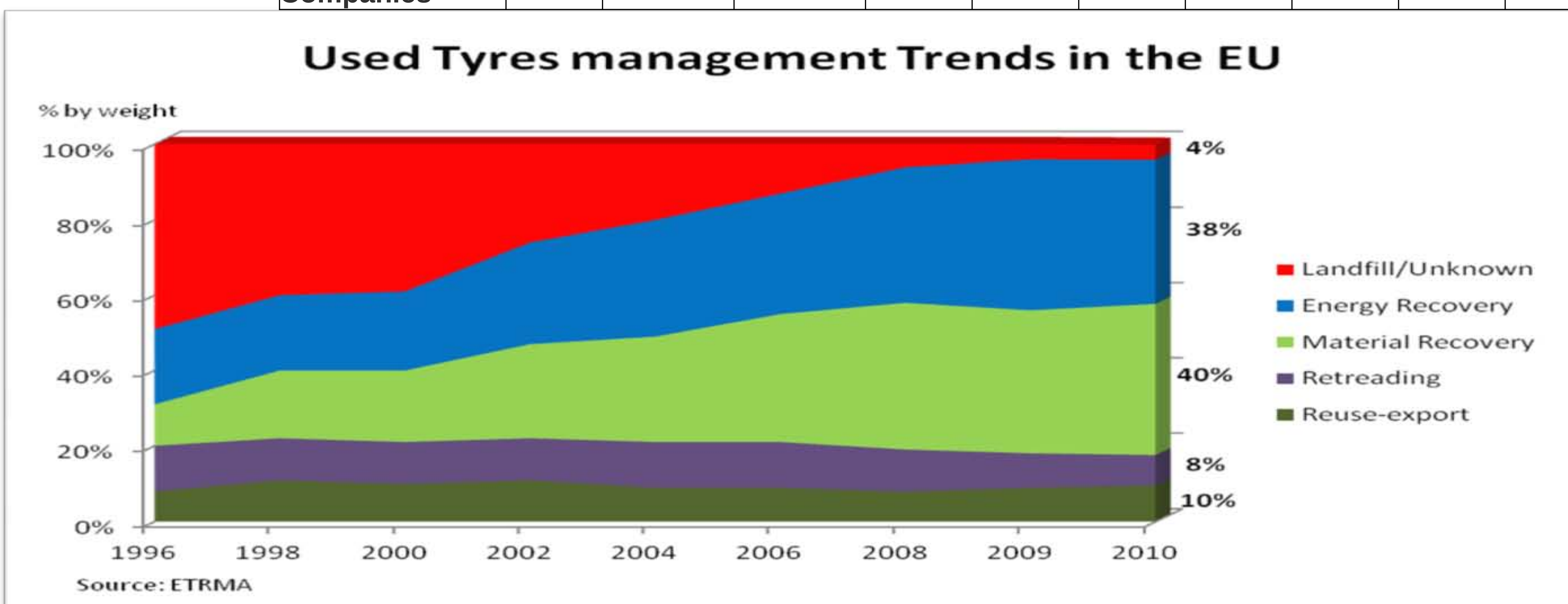


Used Tyres – Management Trends

Source: ETRMA

Used tyres management trends in the EU

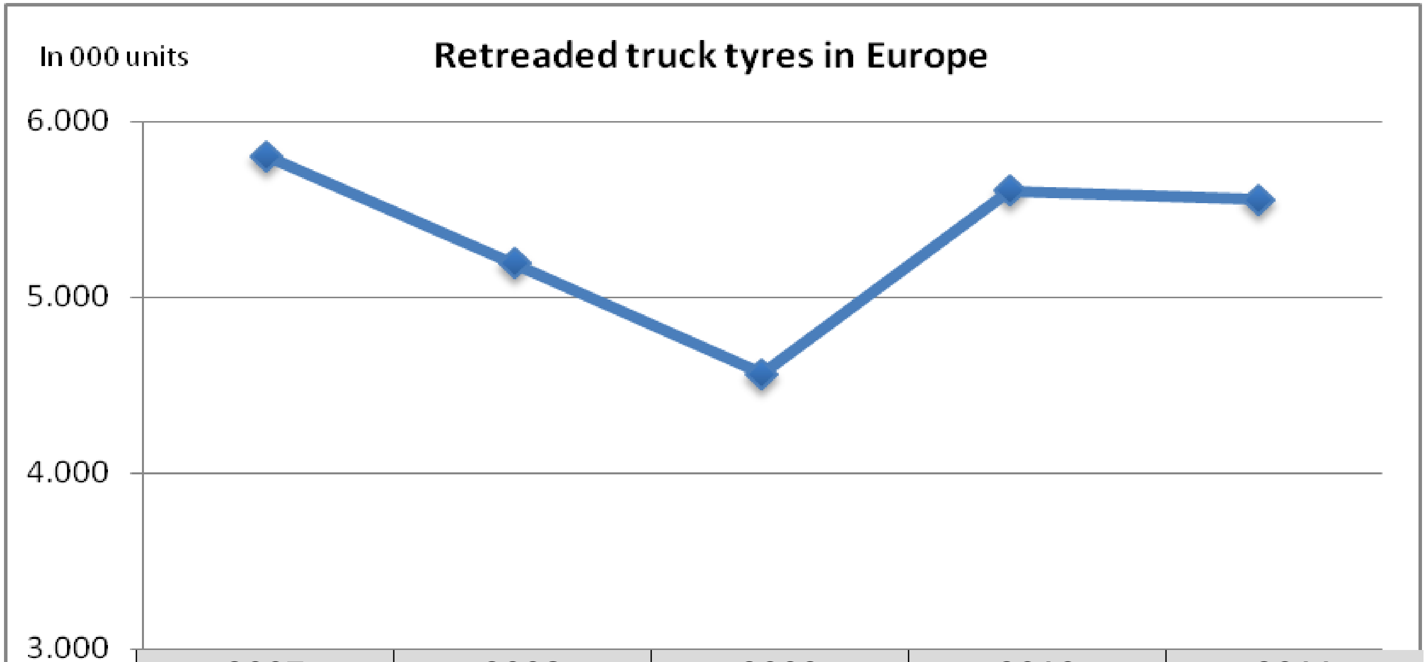
			1994	1996	1998	2000	2002	2004	2006	2008	2009	2010
USED TYRES		Reuse-export	11%	8%	11%	10%	11%	9%	9%	8%	9%	10%
		Retreading	10%	12%	11%	11%	11%	12%	12%	11%	9%	8%
	ELTs	Material Recovery	6%	11%	18%	19%	25%	28%	34%	39%	38%	40%
		Energy Recovery	11%	20%	20%	21%	27%	31%	32%	36%	40%	38%
		Landfill/Unknown	62%	49%	40%	39%	26%	20%	13%	6%	4%	4%
			100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
		# of ELT Management Companies	1	3	4	4	7	11	13	13	13	14



Used Tyres – Tyre Retreading in Europe

Source: Europool / 000 units

Hot & cold retreaded truck tyres



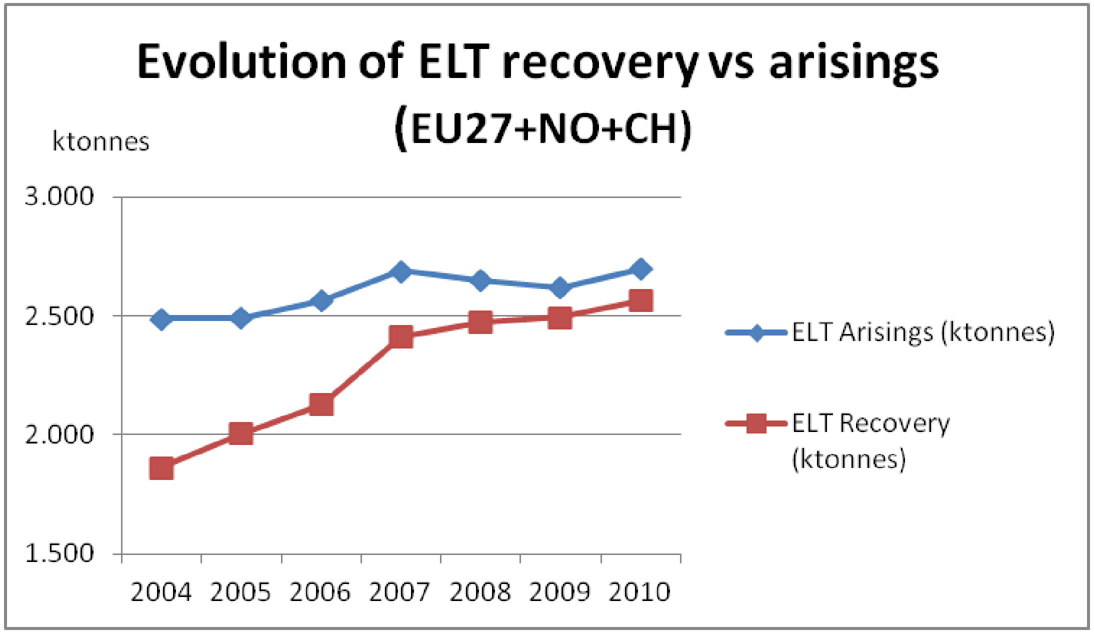
	2007	2008	2009	2010	2011
Retreaded truck tyres in Europe	5.800	5.193	4.561	5.605	5.552

Used Tyres – Evolution of ELT Recovery vs. ELT arisings

Source: ETRMA

Evolution of ELT Recovery vs. ELT arisings

	ELT Recovery (ktonnes)	ELT Arisings (ktonnes)	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%



Used Tyres – ELT Recovery routes

Source: ETRMA

ELT Recovery routes in 2010

	ktonnes (2010)	Application	Examples	%
MATERIAL RECOVERY	1.315	Civil Engineering	Foundation for roads andrailways; Embankment stabilizers; Draining material, Erosion barriers;	18%
		Product Applications	Flooring (playgrounds, sports fields) and Paving blocks, fields) and Paving blocks, Roofing materials, Wheels for Caddies, use in steel mills and foundries as carbon substitute, dock fenders, ...	82%
ENERGY RECOVERY	1.248	Power plants, co-incineration with other waste		8%
		Cement kilns		92%

RUBBER

This section gives an overview of the consumption, use and trade flows of natural and synthetic rubber in Europe.

•The tyre industry uses up to 75% of the natural rubber imported in Europe;

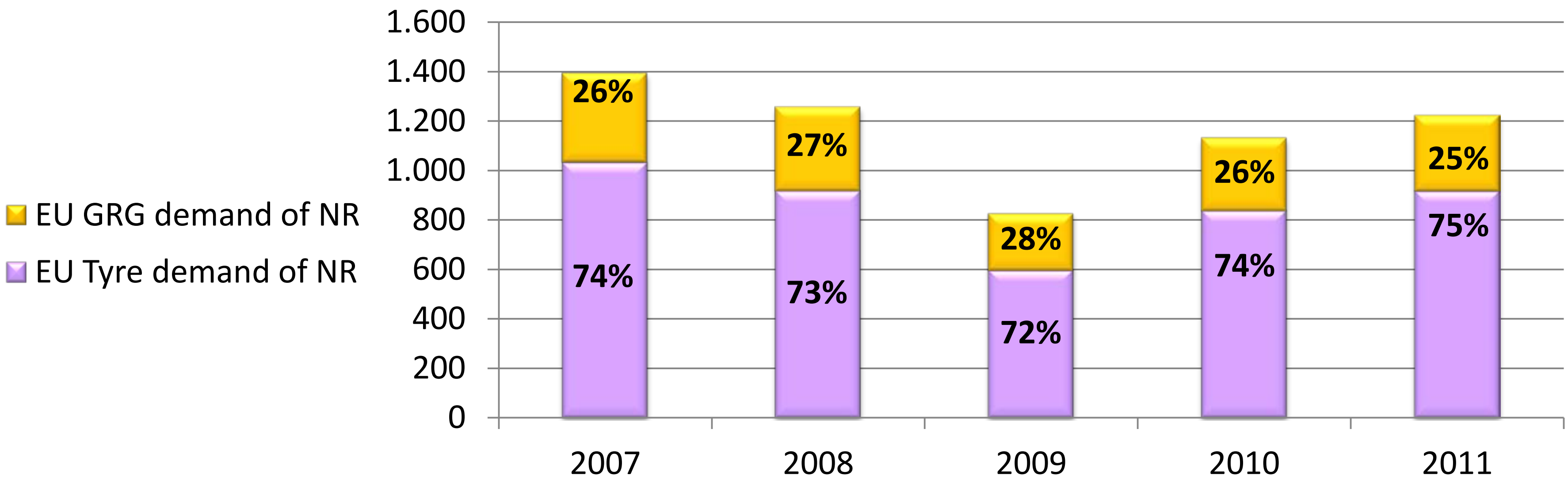
•The GRG industry uses up to 54% the amount of synthetic rubber in Europe;

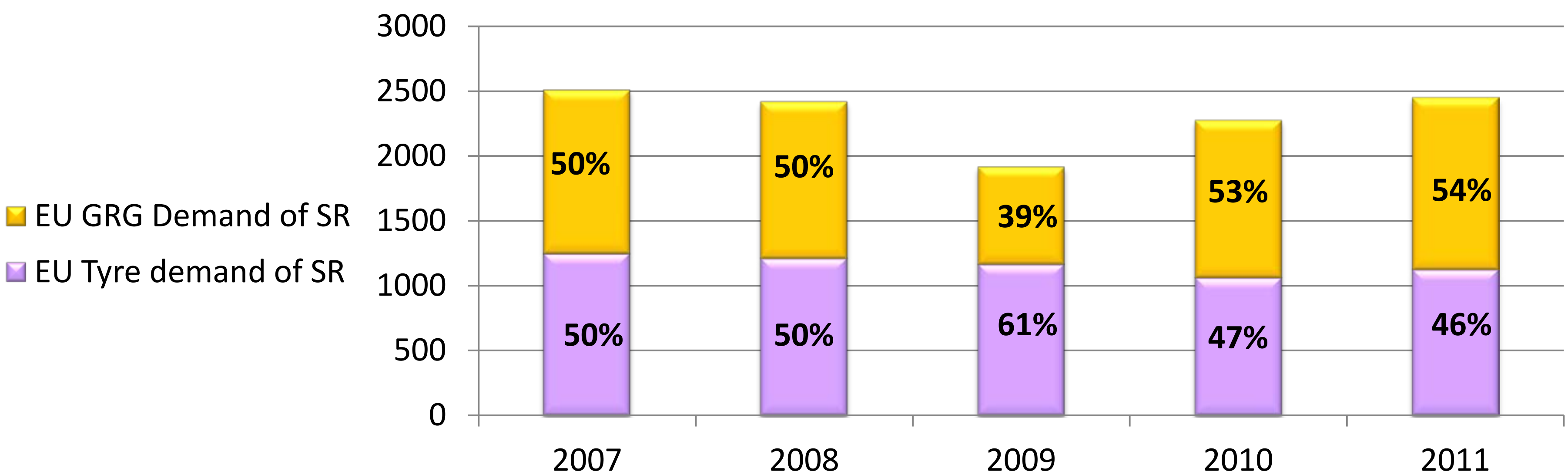
•With regard to natural rubber, Europe is the second biggest consumer after China;

•The main exporter to Europe is Indonesia.

EU Total and breakdown of consumption of rubber

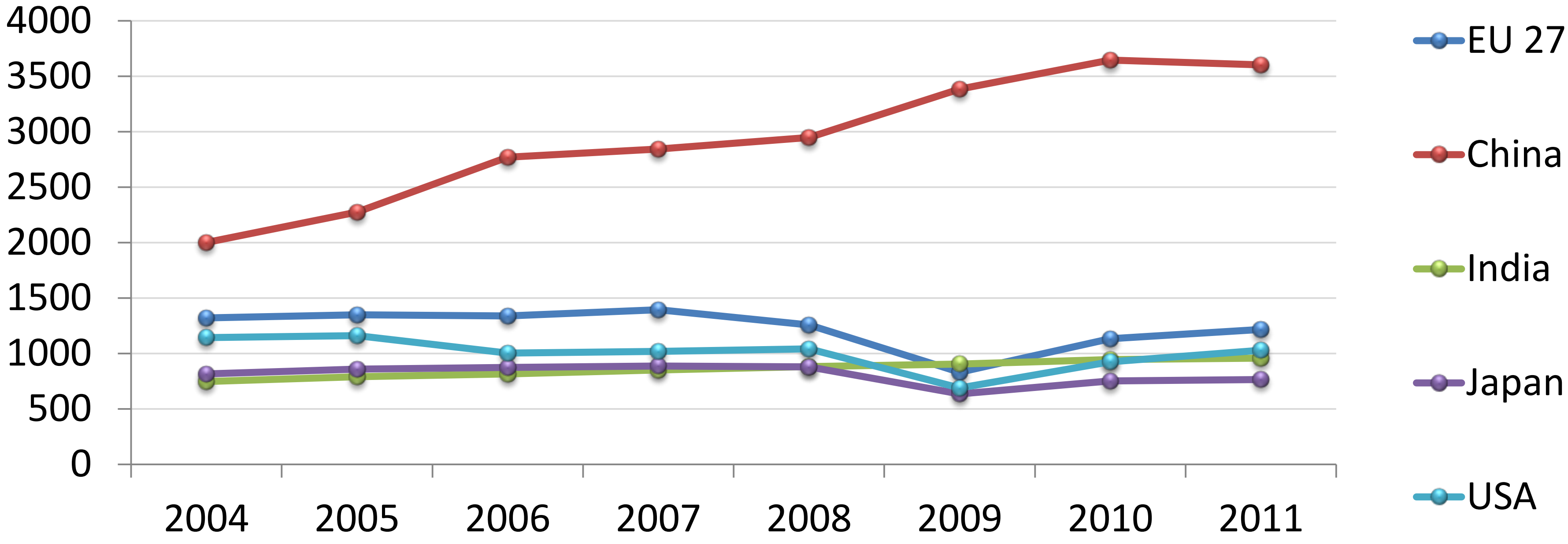
Source: IRSG and LMC/000 tonnes



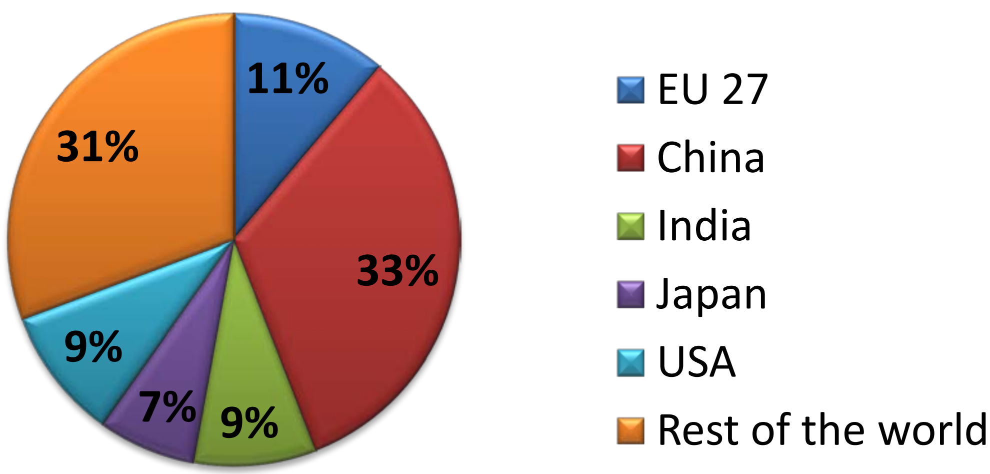


Natural rubber consumption in key countries

Source: IRSG/000 tonnes

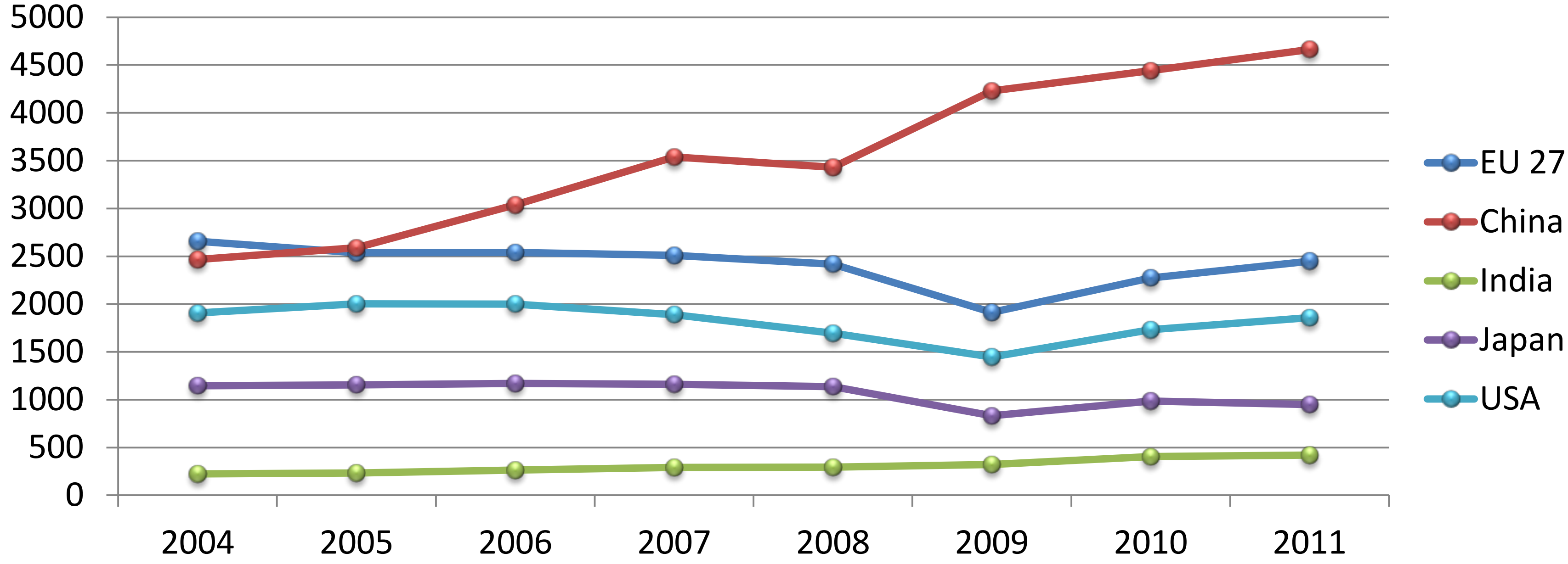


NR Consumption Share by main consuming country in 2011

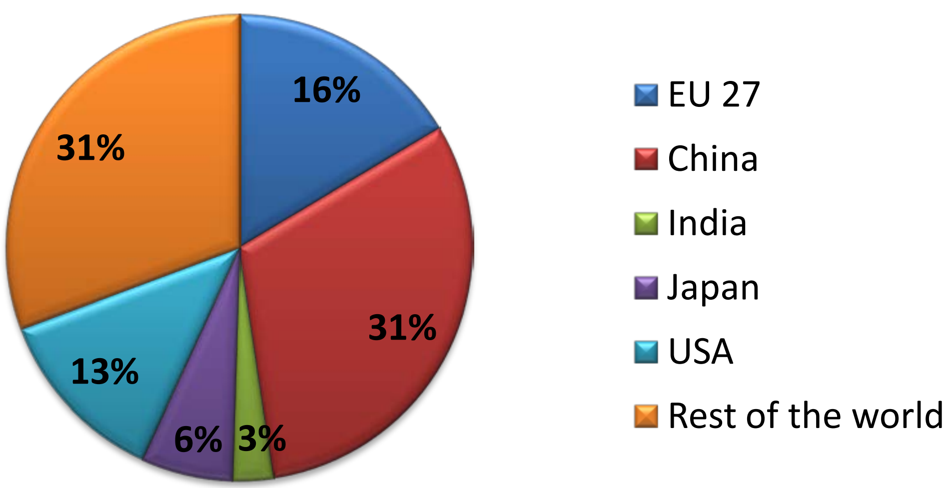


Synthetic rubber consumption in key countries

Source: IRSG/000 tonnes

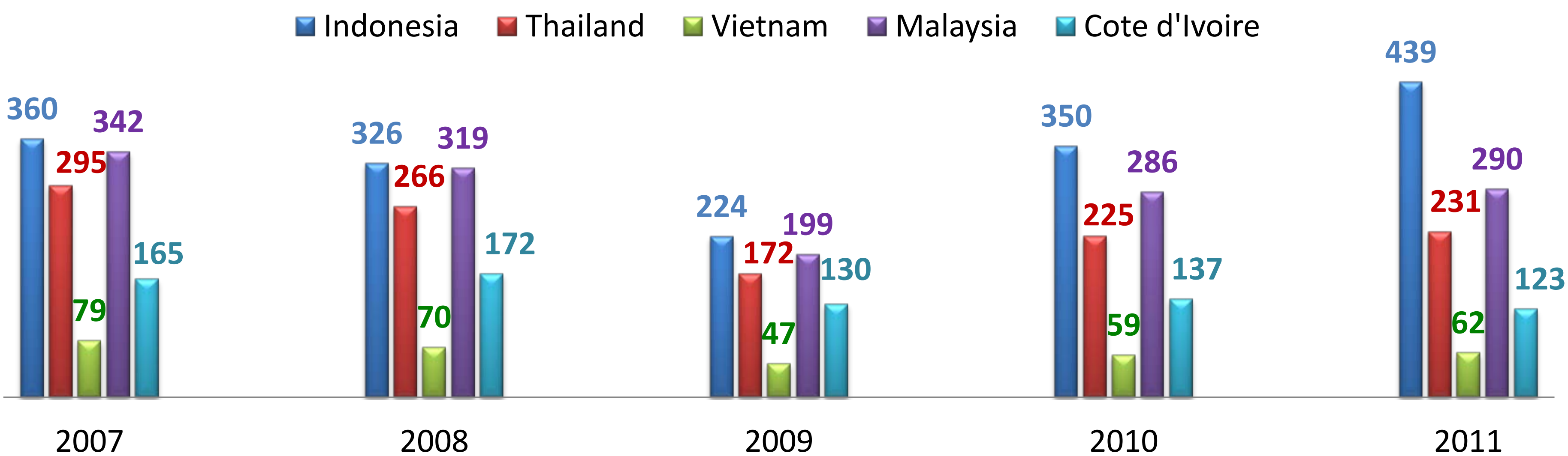


SR Consumption Share by main consuming country in 2011

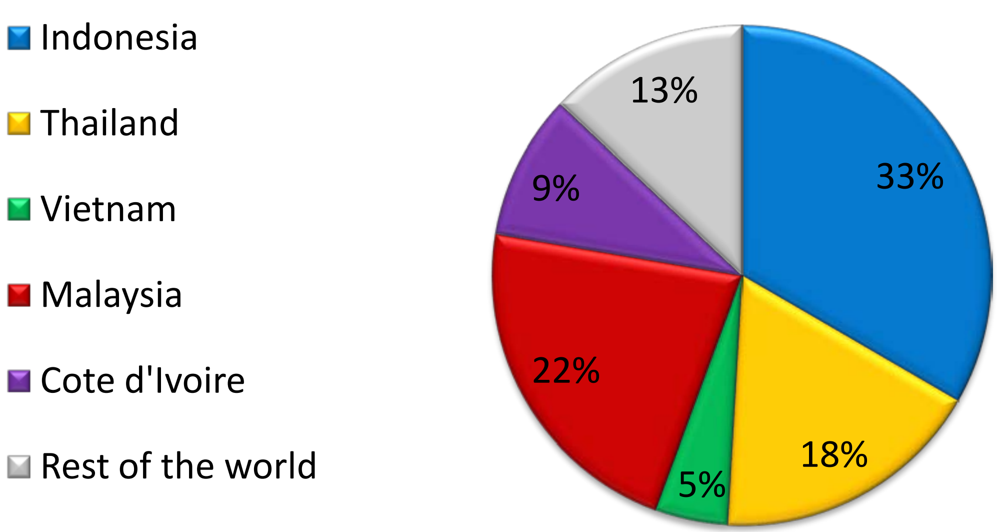


EU Imports of Natural Rubber from key countries

Source: Eurostat/000 tonnes



Share of EU Imports 2011



Appendix: Export and Import Tariffs

This section gives an overview current import and export tariffs:

•EU import tariffs for tyres and GRG are generally between 0 and 6.5%.

•The exports tariffs that EU products face are in third countries have peaks as high as 40%.

Export and import tariffs for tyres

Source: export duties, www.madb.europa.eu; import tariffs, TARIC database

When exporting from the EU to the trading partner country

Code	Products	Argentina	Brazil	Canada	China	Colombia	India	Indonesia	Japan	Korea	Malaysia	Paraguay	Peru	Russia	Singapore	Thailand	Ukraine	Uruguay	USA	Vietnam
4011.10	Car Tyres	16%	25%[1]	7%[2]	10%	10%	10%	15%	0%	0%	40%	5%	0%	20%[3]	0%	10%	0-10%	16%	3.4-4%[2]	25%
4011.20	MHV Tyres	16%	16%	7%[2]	3-10%	10%	10%	15%	0%	0%	40%	10%	0%	15%	0%	10%	7%	16%	3.4-4%[2]	25%
4011.40	Moto Tyres	16%	16%	0%	15%	0%	10%	15%	0%	0%	30%	16%	0%	5%	0%	10%	10%	16%	0%	35%
4011.61/92	Agro Tyres	16%	16%	0%	17.5%	10%	10%	15%	0%	0%	30%	16%	0%	5%	0%	10%	10%	16%	0%	15-20%

[1] Since September 2012 as by Decision CMC N 39/11
[2] Of Free-on-Board (FOB) value
[3] But not less than €6.2/unit

When importing from the trading partner country to the EU

Code	Products	Argentina[1]	Brazil[1]	Canada	China	Colombia[1]	India[1]	Indonesia	Japan	Korea	Malaysia[1]	Paraguay[1]	Peru[1]	Russia[1]	Singapore	Thailand[1]	Ukraine[1]	Uruguay[1]	USA	Vietnam[1]
4011.10	Car Tyres	0%	0%	4.5%	4.5%	0%	0%	0%	4.5%	3.3%	0%	0%	0%	0%	4.5%	0%	0%	0%	4.5%	0%
4011.20	MHV Tyres	0%	0%	4.5%	4.5%	0%	0%	0%	4.5%	3.3%	0%	0%	0%	0%	4.5%	0%	0%	0%	4.5%	0%
4011.40	Moto Tyres	0%	0%	4.5%	4.5%	0%	0%	0%	4.5%	3.3%	0%	0%	0%	0%	4.5%	0%	0%	0%	4.5%	0%
4011.61 /92	Agro Tyres	0%	0%	4%	4%	0%	0%	0%	4%	3.0%	0%	0%	0%	0%	4%	0%	0%	0%	4%	0%

[1] GSP Beneficiary

Export and import tariffs for GRG

Source: export duties, www.madb.europa.eu; import tariffs, TARIC database

When exporting from the EU to the trading partner country

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

[1] Of Free-on-Board (FOB) value

When importing from the trading partner country to the EU

Code	Products	Argentina[1]	Brazil[1]	Canada	China	Colombia[1]	India[1]	Indonesia	Japan	Korea	Malaysia[1]	Paraguay[1]	Peru[1]	Russia[1]	Singapore	Thailand[1]	Ukraine[1]	Uruguay[1]	USA	Vietnam[1]
4008	Plates, sheets, strips, rods, profile shapes	0%	0%	2,9-3%	2,9-3%	0%	0%	0%	2,9-3%	2,9-3%	0%	0%	0%	0%	2,9-3%	0%	0%	0%	2,9-3%	0%
4009	Tubes , pipes hoses	0%	0%	3%	3%	0%	0%	0%	3%	3%	0%	0%	0%	0%	3%	0%	0%	0%	3%	0%
4010	Conveyor and transmission belts	0%	0%	6,5%	6,5%	0%	0%	0%	6,5%	6,5%	0%	0%	0%	0%	6,5%	0%	0%	0%	6,5 %	0%
4015	Gloves	0%	0%	2,0-5%	2-5%	0%	0%	0%	2,0-5%	2,0-5%	0%	0%	0%	0%	2,0-5%	0%	0%	0%	2,0-5%	0%

[1] GSP Beneficiary

EUROPEAN
TYRE & RUBBER
manufacturers'
association

Avenue des Arts 2 box 12 • B-1210 Brussels
Tel. +32 2 218 49 40 • Fax: +32 2 218 61 62
info@etrma.org • www.etrma.org