Labelling of tyres: fuel efficiency

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This report presents the results of the assessment of the need to review Regulation (EC) No 1222/2009 of the European Parliament and of the Council on the labelling of tyres with respect to fuel efficiency and other essential parameters.

The review study - and the underlying interviews with tyre suppliers, distributors (dealers) market surveillance authorities, consumer organisations and environmental NGOs - has pointed to a number of issues that could improve the Regulation and its implementation.

Market development: the report noted that a large potential for further fuel savings exists, and road safety and rolling noise aspects could also be further improved. The Tyre Labelling Regulation applied since November 2012. For 'fuel efficiency' and 'wet grip', the market showed between 2013 and 2015 a positive trend towards better performing tyres, partly due to the impact of the label. This trend was less pronounced for 'external rolling noise' however.

For external rolling noise there was no real improvement from 2013 to 2015, mainly as industry has put more focus on improving the other parameters.

User awareness and understanding of the label: the consumer survey carried out as part of the study to support the review showed that **more than half of car owners were not aware of the tyre label**. Consumers' comprehension of the tyre label is generally good. When shown the label, consumers were able to understand the information given even though they were not familiar with it beforehand.

The survey showed that safety is the prevailing concern for consumers when purchasing tyres.

Awareness campaigns could include a reference to the fuel savings calculator on the EU Commission's website that lets end-users calculate their potential fuel savings from tyres. The awareness campaigns could be run at national level by Member State authorities, at EU level by the Commission, or both. It would be an advantage to include tyre suppliers and distributors in the campaigns in order to reach end-users more effectively.

They should also include this aspect in their **tenders** for service contracts in accordance with the Energy Efficiency Directive 2012/27/EU.

Accuracy of information, improvement of pre-sale information: in general, consumers find the label useful and clear. Many consumers indicated that more market control and more sanctions for non-compliance would increase their confidence. Consumers often do not see the tyre, and hence not the label either, before purchasing it. Moreover, since tyre performance deteriorates with **ageing**, even on the shelf, it could be considered to inform the consumer on the manufacturing date, for instance in the product information sheet, providing also indications on the average performance degradation that can be expected.

The share of tyre purchases on the **internet** is increasing. It is thus becoming increasingly important to show the label and the relevant information when tyres are offered for sale online.

The **inclusion of snow and ice performance** in the labelling scheme would address a safety concern and would provide more complete information to consumers.

There is scope for improving the **clarity, accuracy, reliability and representativeness of the label** and for better enforcement by Member States. For example, this could be done by refining **measurement tests, reinforcing market surveillance** and considering other options.

The Commission considered that addressing the issues identified in this report could drive the market towards better-performing tyres.

If by 2030, all tyre types were to reach fuel efficiency class B (instead of class C, as currently predicted), the **potential energy savings** could be at the level of 256 PJ (or 6.1 Mtoe) annually in 2030, corresponding to 18.6 Mton CO2 emission savings per year.

The Commission will investigate further the issues addressed in this report and may **propose a revised Tyre Labelling Regulation** in due course.