Labelling of tyres: fuel efficiency and other essential parameters

2018/0148(COD) - 04/03/2020 - Commission communication on Council's position

The Commission supports the outcome of the inter-institutional negotiations, considering that the Council's position reflects the political agreement reached between the European Parliament and the Council at the informal trilogue on 13 November 2019.

The Commission supports in particular:

- the use of delegated rather than implementing acts to include retreaded tyres within the scope of the Regulation, once a suitable test method is available;
- the inclusion of information on mileage and abrasion within the scope of the Regulation through delegated acts, rather than through the ordinary legislative procedure, once a suitable test method is available;
- the Council's proposal to evaluate the Regulation by 1 June 2025 at the latest and to bring the Regulation into force on 1 May 2021;
- the Council's position that the full label must appear in visual advertisements, and that it should be possible to show the label through a nested display for online advertisements and sales;
- the proposal to align the text with that of Regulation (EU) 2019/1020 on market surveillance and product conformity, as regards the right of market surveillance authorities to recover costs from the supplier;
- the proposal to (i) align the label appearance of tyres with the recently published energy labels, which are widely recognised by consumers; (ii) add pictograms on the label to indicate whether a tyre is a ‘severe snow’ tyre, an ‘ice’ tyre, or both.

However, the Commission regrets certain aspects of the Council's political agreement at first reading, namely:

- the conditions for authorisation for the inclusion of abrasion and mileage in the scope: the Commission regrets that the Council considered it necessary to make the empowerment conditional upon a thorough impact assessment and proper consultation, which are in any event necessary steps under the Commission’s Better Regulation process;
- the lack of empowerment to rescale the labelling classes: the Commission regrets that the Council decided not to rescale the current class limits and that it did not empower the Commission to update and rescale the classes through delegated acts.

While the Commission welcomes that the Council agreed to ‘clean up’ the classes for wet grip and rolling resistance, i.e. by deleting the classes left empty through the application of the General Safety Regulation (EU) 2019/2144, it considers it would have been more logical to also ‘clean up’ the noise classes in the same way.