ETRMA Quarterly Update

In this update:
1. Replacement Tyre Market Review
2. EU27+UK Tyre Imports
3. Passenger Mobility Trends
4. Used tyres Generated in Europe

Quarterly Replacement Tyre Market Review Q1 2025

Consumer tyre growth continues whilst the Truck & Bus tyre category declines

The European Tyre and Rubber Manufacturers' Association (ETRMA) published its members' replacement tyre sales figures for the first quarter of 2025.

Adam McCarthy, ETRMA's Secretary General, said, "In Consumer tyres, the recovery observed in the second half of 2024 (+8%) has continued in the first quarter of 2025. Volumes were close to those reached in the first quarter of 2019, before the impact of the pandemic. The growth of the Car All Seasons segment continues to boost the category.

In the Truck tyre category, the volume in the first quarter was very weak at -4% versus the same quarter of 2024 and -11% compared with the pre-pandemic first quarter of 2019. This category is significantly affected by economic and political uncertainties.

In the Agricultural tyre category, after the positive trend observed since March 2024, volumes in the first quarter of 2025 declined by 4%, and remain far from those achieved in the same quarter of 2019.

Growth in the in Moto & Scooter segment reflects a comparison with a relatively weak first quarter of 2024.

000s Units	2024 Q1	2025 Q1	Change
Consumer	57.277	58.727	3%
~ Car Summer			-3%
~ Car All Seasons			14%
~ Car Winter			5%
Truck & Bus	2.798	2.695	-4%
Agricultural	212	203	-4%
Moto & Scooter	3.280	3.520	7%

Discrepancies with data previously published could happen because of periodic data corrections
Consumer = Passenger car, SUVs and light commercial vehicles
Source: EUROPOOL ETRMA

About ETRMA

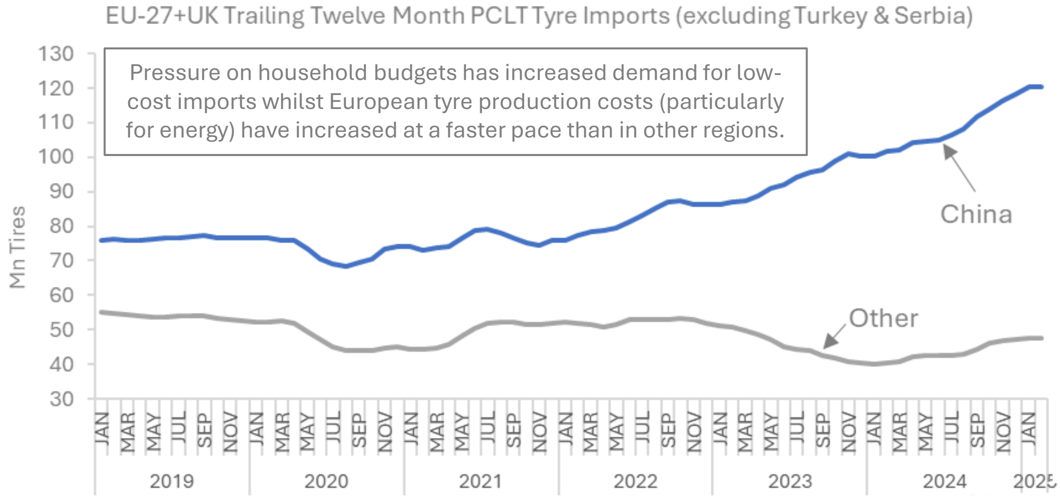
The European Tyre & Rubber Manufacturers Association (ETRMA) represents 14 corporate members whose global sales account for 70% of the worldwide tyre market, including 8 of the top 10 industry leaders. Collectively, these manufacturers maintain a robust presence in the European Union (EU) and candidate countries, operating over 80 production facilities and more than 20 R&D centres. In total, the tyre sector supports nearly 500,000 jobs across the EU.

For further information, please contact communication@etrma.org

EU27+UK Tyre Imports

* Data excludes imports from Serbia and Turkey. See note 1 in references, page 4 for more information

PCLT tyre imports continue to rise in the first two months of 2025



Full Year 2024	Mn Units	Change
Total*	165	17%
	118	18%
	22	30%
	5	-2%
	5	2%
	3	34%

Source: Astutus Research, Eurostat, HMRC

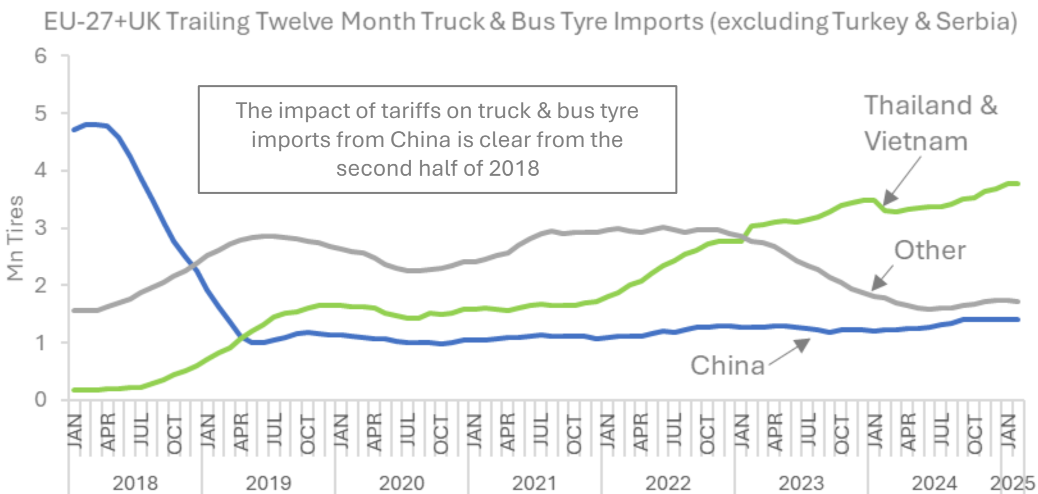
The strong performance of imported passenger car and light truck (PCLT) tyres into Europe (EU27 plus UK) has continued into the first two months of 2025: volumes are up 12% on the same period in the previous year, with China, the ASEAN countries and India contributing to this increase. This follows a 17% increase in imports in full year 2024, with volumes from China up 18% year on year. Imports from Korea and India also performed well in 2024, up 30% and 34% respectively; there was a small decline in imports from Japan, whilst volumes from Thailand were up slightly.

Truck & Bus tyre imports from Vietnam continue to advance in 2025

Mn Units	2019	2024
Total*	5.1	6.8
Thailand	1.2	2.1
Vietnam	0.5	1.6
	1.6	3.7
China	1.1	1.4
Egypt	0.2	0.4
Korea	1.0	0.3

* Excludes tyres from Serbia & Turkey

Totals do not add due to rounding

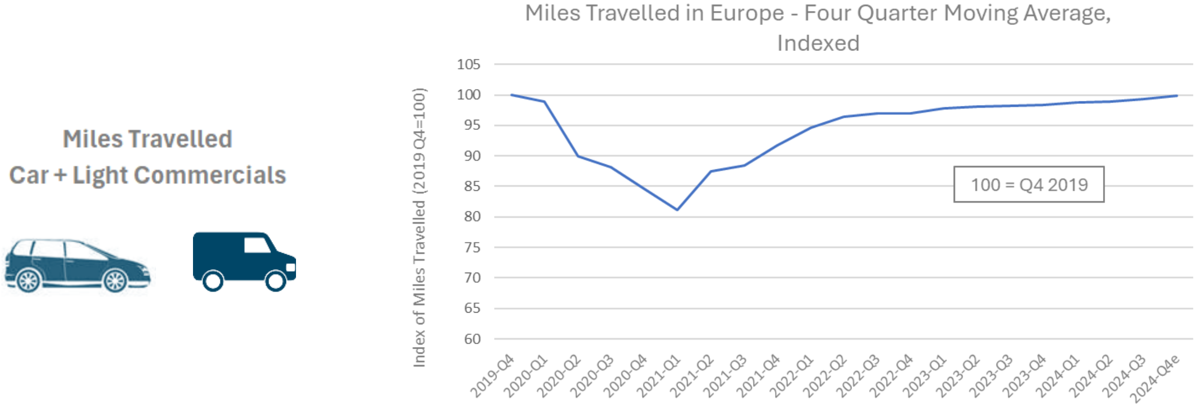


Source: Astutus Research, Eurostat, HMRC

Truck and bus tyre imports (EU27+UK) from outside Europe rose by 8% in the first two months of 2025, with the ASEAN countries now representing over 60% of volumes. In particular, the importance of Vietnam continues to grow; with a strong start to 2025 it accounted for over one quarter of imports in the period. Thailand remained the leading importer in both full year 2024 and 2025 year-to-date, although its share was down slightly compared with the equivalent prior year periods. China regained some share in 2024, and volumes are up again in 2025, however clearly at a much lower level than in the period prior to mid 2018.

Focus on Passenger Mobility Trends

Car usage yet to make a full recovery from pandemic-related declines



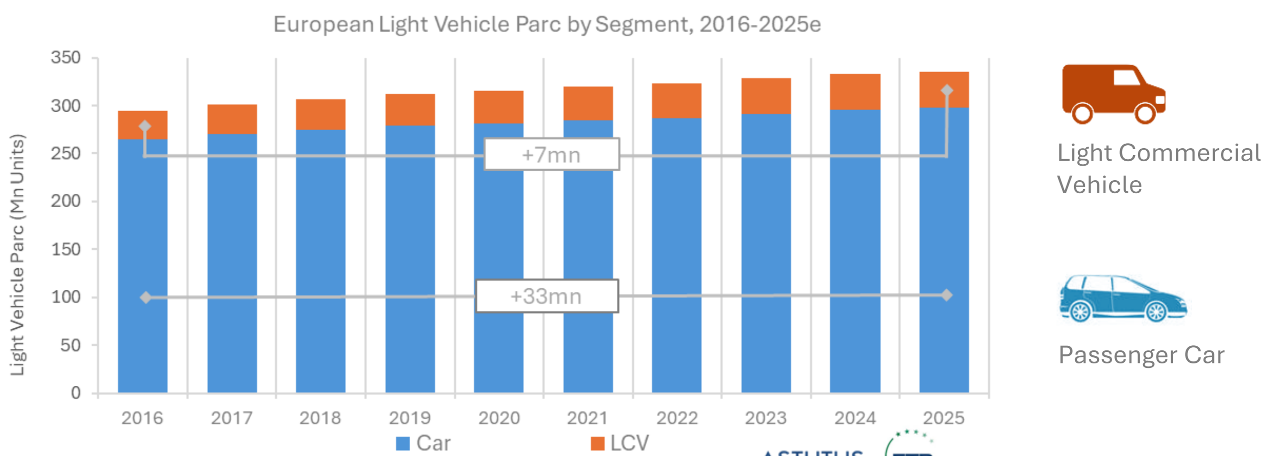
Source: Astutus Research VKMT Database

Tyre replacement is strongly correlated with aggregate vehicle mileage. Across Europe, miles travelled by light vehicles (cars and light commercials) increased by 1.5% in 2024 and are now virtually on a par with the pre-pandemic performance.

Whilst miles travelled for light commercial vehicles (LCVs) are now significantly above pre-Covid levels, car traffic is yet to fully recover. The performance of LCVs was due in part to the pandemic related boom in home deliveries. For cars, whilst a return to office working continued in 2024, commuting and business travel habits have changed. A full recovery for car traffic across Europe is not expected until 2026 – and in some markets not until 2027.

See note 2 in references on page 4

Light vehicle parc continues to expand despite lower new registrations



Source: Astutus Research Light Vehicle Database

Despite long term projections that Europe is approaching 'peak parc', the number of vehicles on the road in the region continued to grow in 2024, and is expected to increase again in 2025. The total light vehicle parc increased by 1.4% last year, more than 4 million vehicles. The light commercial vehicle parc has grown at a faster pace, due in part to the growth in eCommerce and the rise in 'last mile' deliveries associated with internet shopping.

See note 3 in references, page 4

Used Tyres Generated in Europe

Astutus Research estimates that almost 4.5 million tonnes of used tyres were generated in Europe in 2024 (EU27 plus UK, Norway and Switzerland; excludes Turkey).

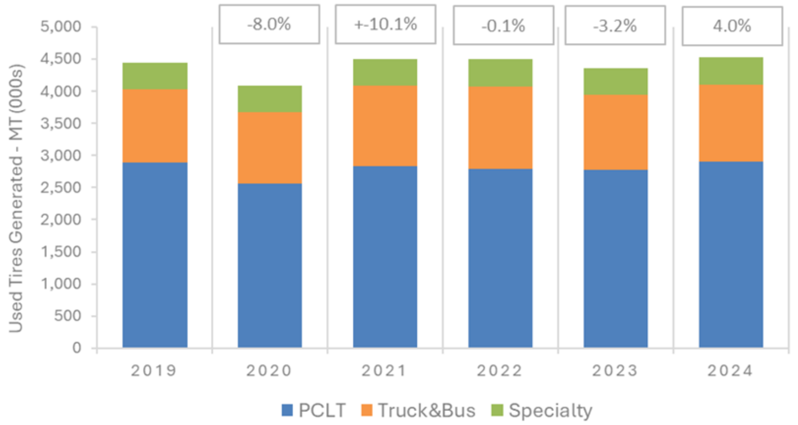
The PCLT tyre share was steady at 64%, with truck & bus tyres at 27% and specialty at 9%.

Used PCLT tyre volumes are now in line with their pre-pandemic peak, whilst truck & bus tyre tonnages are slightly higher than their pre-pandemic volumes.

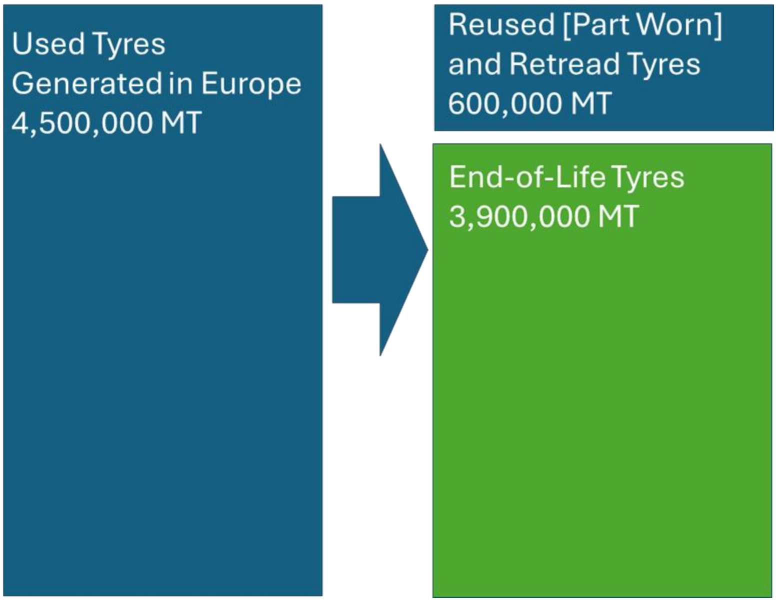
Used tyres generated on tyre replacement account for more than 90% of tonnage, with the remainder removed from end-of-life vehicles. Lower vehicle scrappage rates in recent years have slightly reduced the share of tyres generated from this source.

Of the 4.5 million tonnes of used tyres generated in Europe, around 600,000 tonnes were reused or retreaded, with 3.9 million tonnes of end-of- life tyres.

See note 4 below



Source: Astutus Research



References

1) Imports relate to total volume (units) imported by the EU27 plus the UK from outside 'greater Europe'. For the purpose of this analysis imports from Serbia and Turkey are therefore excluded.
PCLT = Sum of HS Codes 40111000 & 40112010; Truck & Bus – HS Code 40112090
2) Data for miles travelled relates to cars and light commercial vehicles with a GVW of up to 3.5 tonnes. Country coverage is the EU27, plus UK, Switzerland, Norway but excludes Bulgaria, Cyprus and Malta.
3) Data relates to cars and light commercial vehicles with a GVW not greater than 3.5 tonnes. Country coverage is the EU27, plus UK, Switzerland, Norway but excludes Bulgaria, Cyprus and Malta.
4) Data relates to EU27, plus UK, Switzerland and Norway. Volume of Used Tyres relates to all tyres removed from a vehicle, either for replacement or vehicle scrappage. Some of these tyres are resold as part-worn / second hand tyres or are retreaded. The remaining volume is referred to as End-of-Life Tyres.

About Astutus Research

This Quarterly Update has been prepared for ETRMA by Astutus Research, an independent provider of market intelligence focused on the tyre industry, mobility (tyre useage) and tyre recovery & recycling.

For further information please contact info@astutusresearch.com or visit www.astutusresearch.com