Quarterly Update

In this update:

1. Replacement Tyre Market Review
2. Passenger Mobility & Freight Trends
3. PCLT Tyre Imports & Anti-dumping
4. TBR Tyre Imports

Quarterly Replacement Tyre Market Review Q2 2026

Recovery broadens in Q2 2026, with consumer and truck tyre volumes both ahead

Tyres Europe has published its Members' replacement tyre sales figures for the second quarter and first half of 2026. Adam McCarthy, Tyres Europe's Secretary General, said, "European replacement tyre demand strengthened in Q2 2026, particularly truck and bus tyres."

Consumer tyres (passenger car, SUV and light commercial) rose by 3% in Q2 2026 vs Q2 2025, taking first-half volumes 2% higher. All Season tyres led the market once again, up 15% in the quarter and 9% in the first half. Summer tyres slipped 2%, continuing to lose share to All Season, while Winter tyres edged down 1% in the quarter and remain 5% lower across the first half.

Miles travelled declined in the quarter, reflecting significantly higher average fuel prices and weaker consumer sentiment due to the ongoing conflict in the Middle East. Imports rebounded in the period, following the very sharp declines in Q1.

Truck & Bus tyres rose 13% and are up 7% in the first half, with freight activity and business sentiment holding up despite geo-political issues and high fuel and energy costs. Truck tyre imports were up sharply in both the first and second quarters.

Agricultural tyres declined again, with a reduction of 7% in the quarter. However, this represents a significantly slower pace of decline compared to Q1. Moto & Scooter tyres rose 1% in the quarter and were 4% higher over the first half.

000s Units	Q1 Change	2025 Q2	2026 Q2	Q2 Change	2025 H1	2026 H1	H1 Change
Consumer	1%	50.584	51.987	3%	108.083	110.133	2%
~ Car Summer	-1%			-2%			-1%
~ Car All Seasons	5%			15%			9%
~ Car Winter	-14%			-1%			-5%
Truck & Bus	1%	2.395	2.704	13%	5.033	5.378	7%
Agricultural	-12%	96	90	-7%	211	190	-10%
Moto & Scooter	6%	2.567	2.599	1%	5.835	6.063	4%

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

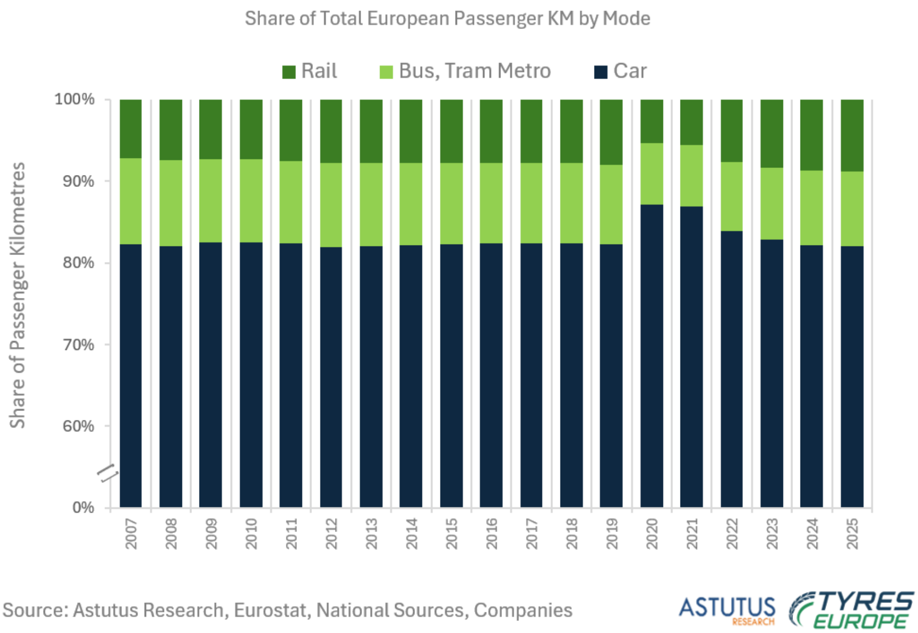
About Tyres Europe

Tyres Europe 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 70 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 communications@tyreseurope.org

Passenger Mobility and Freight Trends

Public transport outpaces car travel in 2025, rail 11% above pre-pandemic volumes



See note 1 in references on page 4

In 2025, aggregate passenger mobility in Europe finally exceeded 2019 levels. Public transport continued its recovery, as passenger kilometres rose an estimated 3% year on year, more than double the growth in light-vehicle traffic.

Rail now stands 11% above 2019 volumes, lifting its modal share to 9%, while the share held by car travel fell slightly.

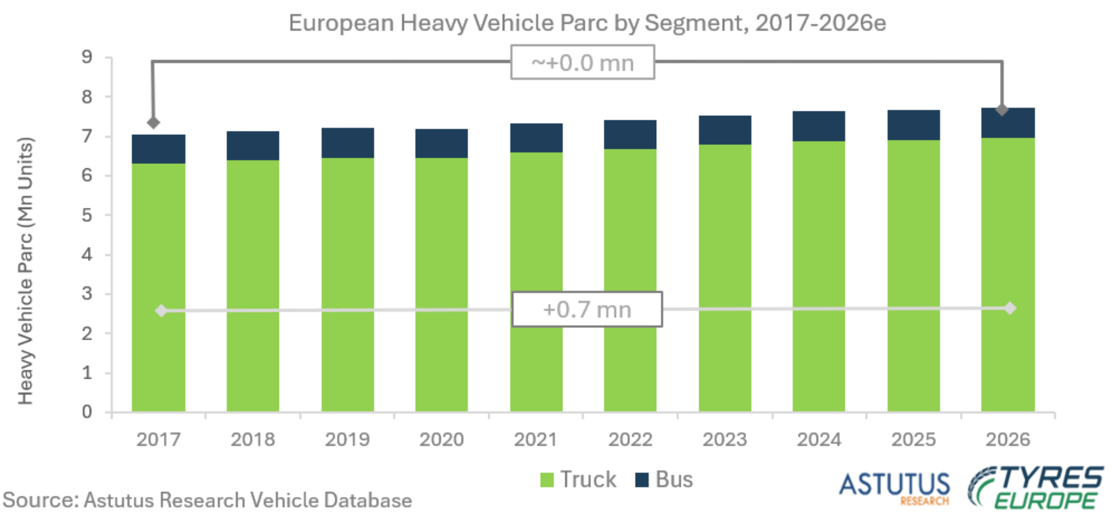
Bus and light rail growth also outpaced car traffic in 2025, but both remain below 2019 levels, reflecting their heavier reliance on commuting.

Discounted fares continue to support ridership, including Germany's Deutschlandticket, now extended to 2030.

Continued modest growth in the heavy commercial vehicle parc

Bus & Coach

Truck



Europe's bus & coach parc contracted during the pandemic, falling in 2020 as travellers left the network and vehicles were taken off the road. The parc has since recovered and it has now moved back above its 2019 level in 2025. Fleet modernisation and the push to encourage the shift in travel away from the car towards public transport will support further growth in 2026.

The truck parc has grown in every year since 2017 but the transition to heavier vehicles with a greater average capacity, and more efficient usage, has continued to limit vehicle numbers despite economic growth. Very recently, and only in certain markets, there has been a modest reversal in the long-term trend toward heavy trucks, with growth in battery electric medium trucks.

See note 2 in references, page 4

Quarterly Update

PCLT EU Anti-Dumping Investigation & EU27+UK Tyre Imports

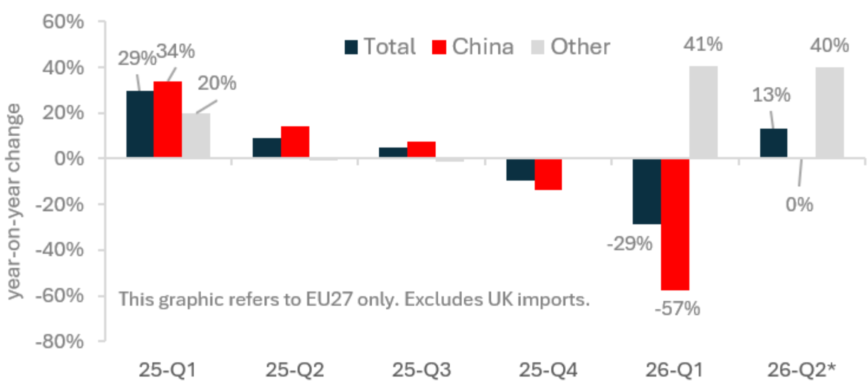
* Data excludes imports from Serbia and Turkey. See note 3 in references on page 4 for more information

China's share of EU PCLT imports falls sharply in anticipation of duties

EU27 Only

On 7 July 2026, the European Commission concluded its anti-dumping investigation into Chinese PCLT tyre imports, finding that they had entered the EU at dumped prices and caused material injury to the EU tyre industry. The Commission imposed definitive duties ranging from 4.3% to 45.3% effective from 8 July 2026 for an initial five-year period, with no retroactive application.

EU-27 Quarterly PCLT Tyre Imports (excluding Turkey & Serbia)



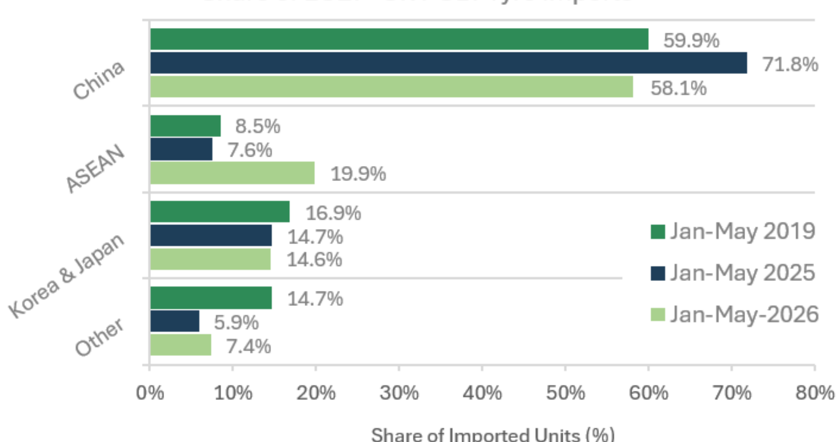
* Q2 represents April and May compared with the same months in 2025

Source: Astutus Research, Eurostat

Fearing that duties would be back-dated, importers built stock through the first three quarters of 2025, when China accounted for 70% of EU imports. As that stock unwound, Chinese volumes fell 57% in Q1 2026, cutting China's share to 42%. Volumes were then flat in the first two months of Q2 and this left the January to May share at 51%. Imports from other sources rose around 40% in both quarters, but this did not fully offset the decline from China and total EU imports were down 11% over the five months.

China's share of EU+UK PCLT imports falls to 58% in 2026 as ASEAN nears 20%

Share of EU27+UK PCLT Tyre Imports



Source: Astutus Research, Eurostat, HMRC

EU27 + UK

Jan-May 2026	Mn Units	Y-o-Y Change
Total*	67	-6%
	39	-24%
	8	-6%
	6	156%
	3	130%
	2	n/a

* Excludes tyres from Serbia & Turkey

PCLT tyre imports across the EU27+UK region were down 6% year on year in January to May 2026. Imports from China fell 24%, taking their share to 58%, down from 72% in the same period of 2025 and effectively a return to where China stood in 2019.

ASEAN suppliers have filled the gap, almost tripling their share from 7.4% to 19.9%. Thailand led the shift, with volumes increasing to almost 6 million units from 2 million, while Vietnam more than doubled to more than 3 million. Cambodia emerged as a significant source at 2.3 million units from a near-zero base in 2025, and Indonesian volumes also increased. In many cases these ASEAN-sourced tyres are from plants under Chinese ownership. Korea and Japan held a stable combined share of 14.6%.

The UK lies outside this tariff regime, and its share of tyres imported from China remains unchanged, standing at around 75% in 2026 and pulling up the share in the combined EU27+UK region.

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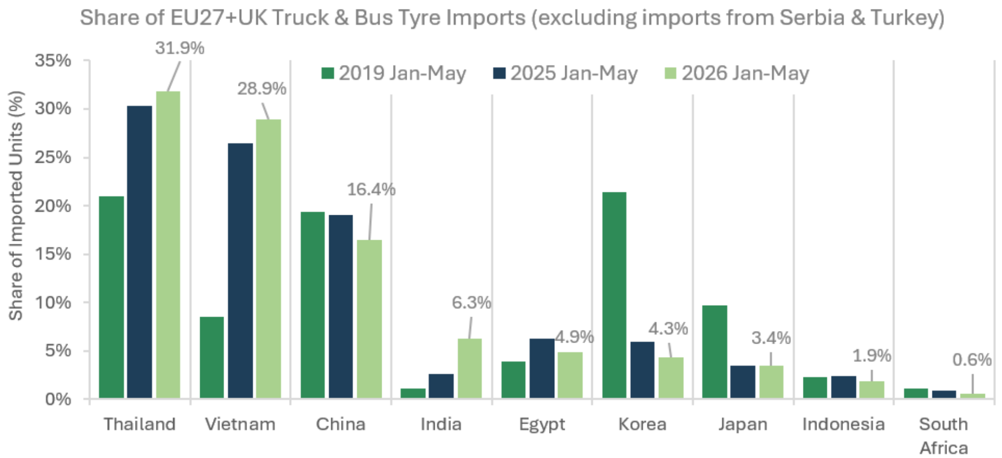
Quarterly Update

EU27+UK Truck & Bus Tyre Imports

* Data excludes imports from Serbia and Turkey. See note 3 in references for more information

Korea, Japan and China cede ground to Thailand and Vietnam in TBR tyre imports



Source: Astutus Research; Eurostat; HMRC

ASTUTUS RESEARCH TYRES EUROPE

Mn Units	Jan - May 2019	Jan - May 2026
Total*	2.4	3.6
Thailand	0.5	1.2
Vietnam	0.2	1.0
	0.7	2.2
China	0.5	0.6
India	0.1	0.2
Egypt	0.1	0.2

* Excludes tyres from Serbia & Turkey

Totals may not add due to rounding

Truck and bus (TBR) tyre imports into the EU27+UK from non-European markets rose almost 27% in the first five months of 2026, with a similar growth rate in both the first quarter and the first two months of the second quarter.

Thailand and Vietnam now account for almost 61% of imports, up from a combined 57% a year earlier and from under 30% in 2019. Imports from Thailand rose by 33% and from Vietnam by 38% in the five months. China's position weakened despite a 9% increase in volumes, its share falling to 16% from 19% in both 2025 and 2019.

Imports from India grew three-fold and it became the fourth-largest source with a 6% share. In doing so, it overtook Egypt and Korea, both of which saw a decline in volumes and a meaningful erosion of market share.

The increased concentration of supply within the ASEAN region for Europe's truck & bus tyre trade is clear and since 2019 this shift has come largely at the expense of more traditional sources of tyres such as Korea and Japan.

References

1) Data for passenger kilometres relates to the EU27, plus UK, Switzerland, Norway but excludes Bulgaria, Cyprus and Malta.

2) Data relates to buses and trucks with a GVW exceeding 3.5 tonnes. Country coverage is the EU27, plus UK, Switzerland, Norway but excludes Bulgaria, Cyprus and Malta.

3) Imports relate to total volume (units) imported by the EU27 plus the UK from outside 'greater Europe'. For this analysis imports from Serbia and Turkey are therefore excluded.

PCLT = Sum of HS Codes 40111000 & 40112010; Truck & Bus = HS Code 40112090

About Astutus Research

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

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