

(English version)

**Question for written answer E-003665/25
to the Commission**

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(22 September 2025)

Subject: Risk of unfair competition due to method of calculating tyre emissions

Under the Euro 7 Regulation, which will enter into force in 2028, the European Union aims to limit emissions of particulate matter from tyres by introducing a principle of threshold setting. However, the choice of calculation method, which should be decided soon, is decisive and risks benefiting Asian tyre manufacturers.

On the one hand, the ‘open road’ real-life conditions method, developed and supported by European industry as a whole, offers reliable and representative results. On the other hand, the laboratory simulation method based on real-driving cycles, which relies on obscure parameters, risks manipulating the thresholds (on average, a difference of 28% between the two methods). Therefore, laxity in the calculation methods risks favouring competitors who will send poor-quality tyres to Europe, while European manufacturers will be disadvantaged.

Does the Commission plan to ensure that the calculation method used is sufficiently reliable in order to protect the competitiveness of the European tyre industry?

Submitted: 22.9.2025

Answer given by Executive Vice-President Séjourné on behalf of the European Commission
(3 December 2025)

The Commission is committed to ensuring that the future EU requirements on tyre abrasion under the Euro 7 Regulation are harmonised, science-based and non-discriminatory. The technical work to achieve this is conducted within the United Nations Economic Commission for Europe (UNECE) Task Force on Tyre Abrasion (TF TA), co-chaired by the Commission, where all relevant stakeholders are represented.

The issue of correlation between the two testing methods described in United Nations Regulation 117 ⁽¹⁾ has been studied by TF TA. The results of a comprehensive market assessment campaign conducted on close to 200 unique tyre references indicate a significant variability of results with the ‘drum-based method’.

The Commission will continue to lead efforts at UNECE to finalise these test procedures, quantify uncertainty, and establish transparent and fair criteria for approval. Those criteria should include a clear definition of parameters to avoid distortions in the use of the method and thus on the results, and a robust correlation plan ensuring that should both methods be used, they provide consistent and aligned results.

The Commission will only support the inclusion of methods that have proven to be technically sound to reflect environmental impact of abrasion and competitiveness of the European tyre industry. Until the equivalence of the testing methods can be demonstrated based on harmonised technical criteria, the Commission will prioritise the European real-world methodology in accordance with the Euro 7 Regulation ⁽²⁾.

⁽¹⁾ UN Regulation No 117, as amended by Revision 6, includes in its Annex 10 two alternative procedures for measuring tyre abrasion. These are the ‘drum-based method’ (Method A) and the ‘open-road method’ (Method B), both of which aim to determine the abrasion rate of C1-class tyres under controlled conditions. See <https://unece.org/transport/documents/2025/02/standards/addendum-116-un-regulation-no-117-revision-6-amendment-2>.

⁽²⁾ See Table 5 of Annex III to Regulation (EU) 2024/1257. <https://eur-lex.europa.eu/eli/reg/2024/1257/oj>.