

## PRESS RELEASE

European Council Decision published in the EU Official Journal

### **From September 13, 2006 only retreads manufactured in compliance with UNECE Regulations 108 and 109 can be placed on the market**

From September 13, 2006, it will no longer be possible to place on the EU market (including Italy, of course) retreaded tires that are not manufactured in compliance with UNECE Regulations 108 and 109. This is provided in the 2006/443/EC Council Decision published in the EU Official Journal of July 4, 2006.

UNECE Regulations 108 and 109 – so reads a note by **Airp** (the Italian Retread Manufacturers Association), that spread the news of the European Council Decision publication – provide that retreads and new tires will have to undergo the same endurance, reliability and durability tests and they also regulate the whole retreading process so as to guarantee product safety above all, thus requiring retreading companies to perform strict quality tests.

**Airp** had been long requesting that the regulations become mandatory and, together with other European retread manufacturers associations, had repeatedly urged the EU to take care of the driver's safety and defend the retread image by highlighting that a retreaded tire, if manufactured according to UNECE Regulations, offers the same reliability and durability as a new tire.

“The EU Decision fills a big regulation gap – stated **Airp** Secretary General Renzo Servadei - . Actually, while strict manufacturing, quality and safety regulations are in force for new tires, no such regulations had ever been established for retreaded tires, though most Italian retread manufacturers had long been voluntarily applying UNECE Regulations 108 and 109.”

“With UNECE 108 and 109 Regulations being now mandatory – stated **Airp** President Stefano Carloni – there is a good possibility of increasing the employment of retreads in Italy and Europe. This is also a very important step for road haulage cost savings, strained by the dramatic rises in fuel prices. On the other hand – says Carloni - 50% of road haulage spare tires in the U.S. are retreads. The equivalent percentage in Italy is only 35%. We don't see why we should not quickly adjust to the standards followed in the U.S., a country where road safety is a major issue. Besides, as we know, retreading is environmentally friendly, since it helps reduce the disposal of such potentially polluting material as waste tires. This awareness led to the Italian Parliament's 2002 decision to reserve 20% to retreads in public fleet managers' orders of spare tires for their fleets”.

Bologna, July 10, 2006