

# Airp

## PRESS RELEASE

### The world average of retreaded truck tires is 41.9%, with 56% in North America and only 34.7% in Italy

In the world, 41.9% of truck tires are retreads. The average rises to 56% in North America and to 63.7% in South America, whereas it drops below world average in Europe (37.4%), in Asia (29.7%) and in Africa (18.3%). The average in Italy is only 34.7%. These figures are taken from a 2006 survey by Airp (the Italian Tyre Retreaders Association).

Average of spare retreads on trucks in 2006	
Geographic areas and countries	% retreads
North America	56,0
South America	63,7
Europe	37,4
Asia	29,7
Africa	18,3
<b>Italy</b>	<b>34,7</b>
World average	41,9

Source: Airp

The average of retreaded truck tires in some countries – highlights Airp – is quite unsatisfactory and this affects the economy, the environment and road transport. The gap between continents is still wide, so while retreading is a very popular technique in such areas as North and South America, it is still underused in Asia and, above all, in Africa. A totally different thing altogether – remarks Airp – is the excellent situation in North and South America, where most trucks use retreads due to a major concern for road safety and transport costs. Retreads are used on school and public buses, on fire trucks and other public and emergency vehicles, including military trucks. The counterpart of North and South America is Europe, where the amount of retreads on trucks is unfortunately below world average. In the old continent, in fact, beside Northern European and Scandinavian countries, that boast a long retreading tradition, many countries still do not make maximum use of

this technique. Sadly enough, Italy's average is below European average (34.7%).

There is no excuse for not using retreads – underlines Airp – given that they are less expensive, yet just as reliable and safe as new tires, so much so that they have been long used in all transport sectors, including air traffic. And we are not only talking about economic benefits, but also about environmental benefits. In fact, retreads are environmentally-friendly because they minimize scrap tire disposal and the import of raw materials and oil.

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