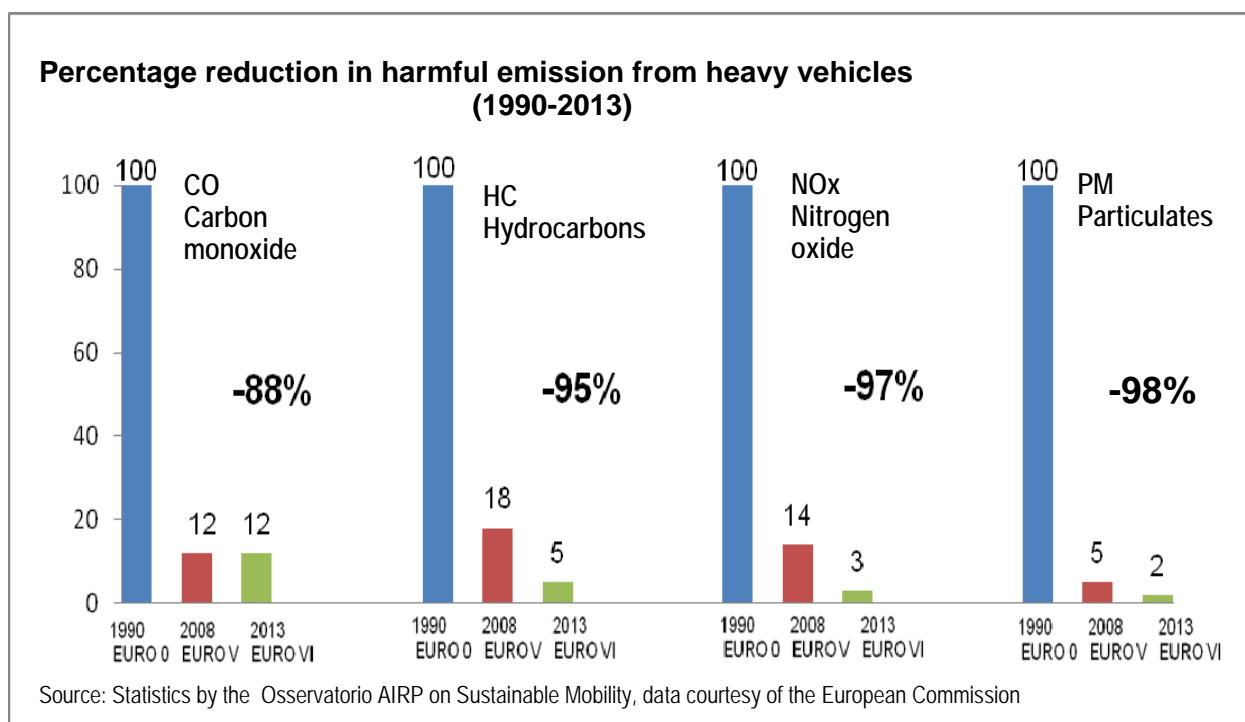


PRESS RELEASE

Euro VI trucks, tyre maintenance and retreads to fight pollution

Trucks: up to 98% reduction in harmful emissions

88% reduction in carbon monoxide emissions, hydrocarbon emissions limited by as much as 95%, 97% reduction in nitrogen oxide emissions and, last but not least, up to 98% reduction in particulates. These are the cuts in harmful emissions from trucks that have been partially achieved through motor technologies introduced in 1990 and that will be completely achieved through the adoption of Euro VI regulations on heavy vehicles.



The statistics published by the Osservatorio AIRP on Sustainable Mobility, using data taken from the European Commission, reveal that, taking a value of 100 for carbon monoxide emissions from a Euro 0 truck registered in 1990, a parallel Euro V vehicle registered in 2008 would see its emission levels drop to 12. The same dynamics apply to

the reduction of hydrocarbon emissions, whose rate has dropped since 1990 from 100 to 18 in 2008 (Euro V) and will further drop to 5 in 2013 (Euro VI). This therefore means that trucks registered from 1990 to 2013 will see an 88% reduction in polluting emissions of carbon monoxide and a 95% reduction in hydrocarbon emissions. Nitrogen oxide emissions, that already dropped from 100 for trucks registered in 1990 to 14 in 2008, will further drop to 3 in 2013 (Euro VI). Yet more evident is the reduction in particulate emissions, whose rate, from 1990 to 2008, already dropped from 100 to 5 and will further drop to 2 (-98% over 1990) with Euro VI trucks.

Besides adopting modern trucks, maintenance is equally important to cope with environmental pollution. The levels of harmful emissions – highlights the Osservatorio AIRP on Sustainable Mobility – are much higher in trucks that do not undergo regular maintenance. In any case, to curb the environmental impacts of transport, virtuous behaviors must be fostered, such as environmentally-friendly styles of driving, regular tyre checks to reduce fuel costs and CO₂ emissions and usage of retread tyres: a choice with strong environmental importance. Retreads are in fact safe products, they are technologically reliable and they also perform just as well as new tyres. Retreading – highlights the Osservatorio AIRP – means extending the life of a new premium tyre and thanks to it tyres can offer an important contribution to environmental protection. Tyre retreading, as is currently being done in more advanced countries, should also be boosted in Italy, thus allowing maximum exploitation of its environmental benefits and helping save essential energy resources as well as reducing the disposal of used tyres into the environment.

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