Strengthening Tyre Limits
Regulation 661/2009 and 1222/2009

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Ministry of Infrastructure and the Environment
The Netherlands
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The average tyre label in the NLs
1 Extra fuel costs per year (17000 km/yr)

2 Extra braking distance wet road at 80 km/h (Braking distance A=27 m)

3 Noise*
   • A: 2 times as quiet
   • B: average
   • C: 2 times as loud

*Doubling noise is 3 dB
Triple-A tyres – benefits for environment, noise, safety and economy

Results of ‘Potential benefits of Triple-A tyres in the Netherlands and the EU, a study performed by order of the Dutch Ministry of Infrastructure & Environment

source: www.garageadrem.nl
## Potential Benefits Best Tyres in EU

<table>
<thead>
<tr>
<th>Potential benefits</th>
<th>Energy</th>
<th>Safety</th>
<th>Noise</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual fuel savings [ billion l]</td>
<td>17</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Annual CO₂ reduction [ MtCO₂]</td>
<td>42</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Reduced number of fatalities</td>
<td>-</td>
<td>2567</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Reduced number of slight/serious injuries</td>
<td>-</td>
<td>19631/12353</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Reduced number of annoyed people [millions]</td>
<td>-</td>
<td>-</td>
<td>13</td>
<td>-</td>
</tr>
<tr>
<td>Reduced number of sleep disturbed people [ millions]</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>6</td>
</tr>
<tr>
<td>Annual cost savings [ billion €]</td>
<td>13</td>
<td>10</td>
<td>11</td>
<td>34</td>
</tr>
</tbody>
</table>
Tyre label (Reg. 1222/2009)
# Rolling resistance (Reg. 661/2009)

<table>
<thead>
<tr>
<th>Tyre type</th>
<th>Current value (kg/ton)</th>
<th>Suggestion NLs</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>≤10.5</td>
<td>-1.5</td>
</tr>
<tr>
<td>C2</td>
<td>≤9.0</td>
<td>-1.0</td>
</tr>
<tr>
<td>C3</td>
<td>≤6.5</td>
<td>-0.5</td>
</tr>
</tbody>
</table>
## Wet grip indexes (Reg. 661/2009)

<table>
<thead>
<tr>
<th>Tyre type</th>
<th>Current value (G)</th>
<th>Suggestion NLs</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>≥1.1 (1.0; 0.9)</td>
<td>+0.3</td>
</tr>
<tr>
<td>C2</td>
<td>≥0.95 (0.85)</td>
<td>+0.3</td>
</tr>
<tr>
<td>C3</td>
<td>≥0.80 (0.65)</td>
<td>+0.3</td>
</tr>
</tbody>
</table>
# External Noise (Reg. 661/2009)

<table>
<thead>
<tr>
<th>Tyre type</th>
<th>Current limit value (dB(A))</th>
<th>Suggestion NLs</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1A-E</td>
<td>70-74</td>
<td>-3dB</td>
</tr>
<tr>
<td>C2</td>
<td>72-73</td>
<td>-2dB</td>
</tr>
<tr>
<td>C3</td>
<td>73-75</td>
<td>-4dB</td>
</tr>
</tbody>
</table>
Tyre label (Reg. 1222/2009)
## Potential Benefits EU of NLs suggestion

<table>
<thead>
<tr>
<th>Potential benefits</th>
<th>Energy</th>
<th>Safety</th>
<th>Noise</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual fuel savings [ billion l]</td>
<td>13.5</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Annual CO₂ reduction [ MtCO₂]</td>
<td>35</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Reduced number of fatalities</td>
<td>-</td>
<td>2000</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Reduced number of slight/serious injuries</td>
<td>-</td>
<td>15000/10000</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Reduced number of annoyed people [millions]</td>
<td>-</td>
<td></td>
<td>-</td>
<td>13</td>
</tr>
<tr>
<td>Reduced number of sleep disturbed people [ millions]</td>
<td>-</td>
<td></td>
<td>-</td>
<td>6</td>
</tr>
<tr>
<td>Annual cost savings [ billion €]</td>
<td>10</td>
<td>8</td>
<td></td>
<td>11</td>
</tr>
</tbody>
</table>
Question to the European Commission

- Please start with the evaluation and subsequent strengthening of the limit values for tyres on wet grip, rolling resistance and noise (Regulation 661/2009).

- Adjust Regulation on Tyre Labelling accordingly (Regulation 1222/2009)