ANNEX

Declaration of the Commission on standardisation for pesticide application machinery

To support the essential requirements included in Section 2.4 of Annex I, the Commission will mandate CEN to develop harmonised standards for each category of machinery for pesticide application based on the best available techniques for preventing unintended exposure of the environment to pesticides. In particular, the mandate will require the standards to provide criteria and technical specifications for the fitting of mechanical shielding, tunnel spraying and air-assistance systems for spraying, for preventing contamination of the water source during filling and emptying and precise specifications for the manufacturer's instructions to prevent drift of pesticides, taking account of all of the relevant parameters such as nozzles, pressure, boom height, wind speed, air temperature and humidity and driving speed.

Fuel efficiency: labelling of tyres ***I

P6_TA(2009)0248


(2010/C 184 E/54)

(Codecision procedure: first reading)

The European Parliament,

— having regard to the Commission proposal to the European Parliament and the Council (COM(2008)0779),

— having regard to Article 251(2) and Article 95 of the EC Treaty, pursuant to which the Commission submitted the proposal to Parliament (C6-0411/2008),

— having regard to Rule 51 of its Rules of Procedure,

— having regard to the report of the Committee on Industry, Research and Energy and the opinion of the Committee on the Environment, Public Health and Food Safety (A6-0218/2009),

1. Approves the Commission proposal as amended;

2. Calls on the Commission to refer the matter to Parliament again if it intends to amend the proposal substantially or replace it with another text;

3. Instructs its President to forward its position to the Council and Commission.
Wednesday 22 April 2009

P6_TC1-COD(2008)0221


(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 95 thereof,

Having regard to the proposal from the Commission (1),

Having regard to the opinion of the European Economic and Social Committee (2),

Having regard to the opinion of the Committee of the Regions (3),

Acting in accordance with the procedure laid down in Article 251 of the Treaty (4),

Whereas:

(1) Sustainable mobility is a major challenge facing the Community in the light of climate change and the need to support European competitiveness as emphasised in the Commission Communication of 8 July 2008 on Greening Transport (5).

(2) The Commission Communication of 19 October 2006 entitled ‘Action Plan on Energy Efficiency-Realising the potential’ (6) highlighted the potential to reduce total energy consumption by 20 % by 2020 by means of a list of targeted actions including labelling of tyres.

(3) Tyres, mainly because of their rolling resistance, account for 20 % to 30 % of the fuel consumption of vehicles. A reduction of the rolling resistance of tyres may therefore contribute significantly to the energy efficiency of road transport and thus to the reduction of emissions.

(4) Tyres are characterised by a number of parameters which are interrelated. Improving one parameter such as rolling resistance may have an adverse impact on other parameters such as wet grip, while improving wet grip may have an adverse impact on external rolling noise. Tyre manufacturers should be encouraged to optimise all parameters, without undercutting safety standards which have already been achieved.

(5) Fuel-efficient tyres are cost-effective, as fuel savings over-compensate for the increased purchasing price of tyres resulting from higher production costs.

(2) OJ C, p.
(6) Regulation (EC) No …/2009 of the European Parliament and of the Council of … [concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (1)], sets out minimum requirements on rolling resistance of tyres. Technological developments make it possible to decrease significantly beyond those minimum requirements the energy losses resulting from tyre rolling resistance. In order to reduce the environmental impact of road transport, it is therefore appropriate to lay down provisions to encourage end-users to purchase more fuel efficient tyres by providing them with harmonised information about this parameter.

(7) In order to increase understanding and awareness of rolling resistance, a fuel savings calculator, such as that which already exists for C3 tyres, would serve as a meaningful tool to demonstrate potential savings of fuel, money and CO₂.

(8) Traffic noise is a significant nuisance and has a harmful effect on health. Regulation (EC) No …/2009 [concerning type-approval requirements for the general safety of motor vehicles …] sets out minimum requirements on external rolling noise of tyres. Technological developments make it possible to reduce external rolling noise significantly beyond those minimum requirements. In order to reduce traffic noise it is therefore appropriate to lay down provisions to encourage end-users to purchase tyres with low external rolling noise by providing them harmonised information about this parameter.

(9) The provision of harmonised information on tyre external rolling noise would also facilitate the implementation of measures against traffic noise and contribute to increased awareness of the effect of tyres on traffic noise within the framework of Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise (2).

(10) Regulation (EC) No …/2009 [concerning type-approval requirements for the general safety of motor vehicles …] sets out minimum requirements on wet grip performance of tyres. Technological development make it possible to improve wet grip significantly beyond those minimum requirements, and thus to reduce wet breaking distances. In order to improve road safety it is therefore appropriate to lay down provisions to encourage end-users to purchase tyres with high wet grip performance by providing them harmonised information about this parameter.

(11) Other tyre parameters, such as aquaplaning or handling in curves, also affect road safety. However, at this stage, harmonised testing methods are not yet available in respect of such parameters. Therefore, it is appropriate to provide for the possibility, at a later stage and if necessary, of laying down provisions on harmonised information to end-users about such tyre parameters.

(12) Snow tyres and Nordic winter tyres have specific parameters that are not fully comparable to normal tyres. In order to ensure that end-users make fair and informed decisions, the parameters of those tyres should be displayed in a way that puts them on an equal footing with normal tyres.

(13) The provision of information on tyre parameters in the form of a standard label is likely to influence purchasing decisions by end-users in favour of safer, quieter and more fuel efficient tyres. This in turn is likely to encourage tyre manufacturers to optimise those tyre parameters, which would pave the way for more sustainable consumption and production.

(14) Tyre manufacturers, suppliers and distributors should be encouraged to comply with the provisions of this Regulation before 2012 to speed up the recognition of the scheme and realisation of its benefits.

(15) A multiplicity of rules concerning labelling of tyres across Member States would create barriers to intra-Community trade and increase the administrative burden and testing costs for tyre manufacturers.

(16) Replacement tyres account for 78 % of the tyre market. It is therefore justified to inform the end-user about the parameters of replacement tyres as well as tyres fitted on new vehicles.

(17) The need for greater information on tyre fuel efficiency and other parameters is relevant for consumers, including fleet managers and transport undertakings, who cannot easily compare the parameters of different tyre brands in the absence of a labelling and harmonised testing regime. It is therefore appropriate to include C1, C2 and C3 tyres within the scope of this Regulation.

(18) The energy label which ranks products on a scale from "A to G", as applied to household appliances pursuant to Council Directive 1992/75/EC of 22 September 1992 on the indication by labelling and standard product information of the consumption of energy and other resources by household appliances (1), is well known by consumers and has proven to be successful in promoting more efficient appliances. The same design should be used for the labelling of tyre fuel efficiency.

(19) The display of a label on tyres at the point of sale, as well as in technical promotional literature, should ensure that distributors as well as potential end-users receive harmonised information on tyre fuel efficiency, wet grip performance and external rolling noise.

(20) Some end-users choose tyres before arriving at the point of sale or purchase tyres by mail order. In order to ensure that those end-users can also make an informed choice on the basis of harmonised information on tyre fuel efficiency, wet grip performance and external rolling noise, labels should be displayed in all technical promotional literature, including where such literature is made available on the Internet.

(21) Potential purchasers should be provided with supplementary standardised information which explains each of the components of the label - fuel efficiency, wet grip and noise emissions - and their relevance, and includes a fuel savings calculator which demonstrates average savings of fuel, CO₂ and costs. That information should be provided on the EU tyre labelling website and on explanatory leaflets and posters at all points of sale. The website address should be clearly indicated on the label and all technical promotional literature.

(22) Information should be provided in accordance with the harmonised testing methods laid down in Regulation (EC) No …/2009 [concerning type-approval requirements for the general safety of motor vehicles …] to enable end-users to compare different tyres and to limit testing costs for manufacturers.

(23) In order to meet the challenge of reducing the CO₂ emissions of road transport, it is appropriate for Member States to put in place incentives in favour of fuel-efficient tyres. Those incentives should be in accordance with Articles 87 and 88 of the Treaty. In order to avoid fragmentation of the internal market, classes of minimum fuel efficiency should be determined.

(24) Compliance with provisions on labelling by manufacturers, suppliers and distributors is essential to achieve the aims of those provisions and to ensure a level playing field within the Community. Member States should therefore determine effective measures, including market surveillance, regular ex-post controls and effective sanctions, sufficient to ensure enforcement of the provisions of this Regulation.

(25) Member States should strive, in implementing the relevant provisions of this Regulation, to refrain from measures that impose unjustified, bureaucratic and unwieldy obligations on small and medium-sized enterprises (SMEs), and, where feasible, to take into consideration the special needs and financial and administrative constraints on SMEs.

For the proper evaluation of the implementation of this Regulation, a review should be undertaken to ascertain whether changes are necessary. This review should focus in particular on consumers’ understanding of the label, including the noise parameter, and adaptation to technological change.

The measures necessary to implement this Regulation should be adopted in accordance with Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission (1).

In particular, the Commission should be empowered to introduce requirements with respect to wet grip grading of C2 and C3 tyre classes, to introduce requirements with respect to essential tyre parameters other than fuel efficiency, wet grip and external rolling noise and to adapt the Annexes to technical progress. Since those measures are of general scope and are designed to amend non-essential elements of this Regulation inter alia by supplementing it with new non-essential elements, they must be adopted in accordance with the regulatory procedure with scrutiny provided for in Article 5a of Decision 1999/468/EC,

HAVE ADOPTED THIS REGULATION:

Article 1
Aim and subject matter

The aim of this Regulation is to increase the safety and the economic and environmental efficiency of road transport by promoting fuel-efficient, safe and quiet tyres.

This Regulation establishes a framework for the provision of harmonised information on tyre parameters through labelling, allowing consumers to make an informed choice when purchasing tyres.

Article 2
Scope

1. This Regulation shall apply to C1, C2 and C3 tyres.

2. By derogation from paragraph 1, this Regulation shall not apply to:

(a) re-treaded tyres;

(b) off-road professional tyres;

(c) tyres designed to be fitted only to vehicles registered for the first time before 1 October 1990;

(d) T-type temporary-use spare tyres;

(e) tyres whose speed rating is less than 80 km/h;

(f) tyres whose nominal rim diameter does not exceed 254 mm or is 635 mm or more;

(g) tyres fitted with additional devices to improve traction properties, such as studded tyres.

Article 3

Definitions

For the purpose of this Regulation:

(1) ‘C1, C2 and C3 tyres’ means the tyre classes defined in Article 8 of Regulation (EC) No 2009/2009 [concerning type-approval requirements for the general safety of motor vehicles …];

(2) ‘T-type temporary-use spare tyre’ means a temporary-use spare tyre designed for use at inflation pressures higher than those established for standard and reinforced tyres;

(3) ‘snow tyre’ means a tyre whose tread pattern, tread compound or structure are primarily designed to achieve in snow conditions a performance better than that of a normal tyre with regard to its ability to initiate or maintain vehicle motion;

(4) ‘point of sale’ means a location where tyres are displayed or offered for sale, including car show rooms as regards displayed tyres which are not fitted on the vehicles;

(5) ‘technical promotional literature’ means technical manuals, brochures, leaflets and catalogues used in the marketing of tyres or vehicles, and aimed at end-users or distributors, and which describe the specific parameters of a tyre and are either printed, or in electronic form or published on the internet but excluding media advertising;

(6) ‘technical documentation’ means information relating to tyres, including the manufacturer and tyre brand: description of the tyre type or the grouping of tyres determined for the declaration of the fuel efficiency class, wet grip class and external rolling noise measured value; test reports and testing accuracy;

(7) ‘fuel savings calculator’ means a tool provided on dedicated tyre labelling websites to demonstrate potential average savings of fuel, CO₂ and costs, for C1, C2 and C3 tyre classes;

(8) ‘EU tyre labelling website’ means a central online source of explanatory and supplementary information administered by the Commission, regarding each of the components of the tyre label and including a fuel savings calculator;

(9) ‘manufacturer’ means any natural or legal person who manufactures a product, or has a product designed or manufactured and markets that product under his name or trademark;

(10) ‘importer’ means any natural or legal person established within the Community who places a product from a third country on the Community market;

(11) ‘supplier’ means the manufacturer or its authorised representative in the Community or the importer;

(12) ‘distributor’ means any natural or legal person in the supply chain, other than the supplier or the importer, who makes a tyre available on the market;

(13) ‘making available on the market’ means any supply of a product for distribution or use on the Community market in the course of a commercial activity, whether in return for payment or free of charge;

(14) ‘end-user’ means a consumer, including a fleet manager or road transport undertaking that is buying or expected to buy a tyre;
(15) ‘essential parameter’ means a tyre parameter such as rolling resistance, wet grip or external rolling noise that has a notable impact on the environment, road safety or health during use.

Article 4

Responsibilities of the Commission

1. The Commission shall establish and administer, no later than September 2010, the ‘EU tyre labelling website’ as a reference source of explanatory information for each component of the label.

2. The website shall include:

(a) an explanation of the pictograms printed on the label;

(b) a fuel savings calculator which demonstrates potential savings of fuel, money and CO2 by fitting low rolling resistance tyres for C1, C2 and C3 tyre classes;

(c) a statement highlighting that actual fuel savings and road safety heavily depend on the behaviour of drivers, and in particular the following:

   (i) eco-driving, which can significantly reduce fuel consumption;

   (ii) tyre pressure, that should be regularly checked for higher wet grip and fuel efficiency performance characteristics;

   (iii) stopping distances, that should always be strictly respected.

Article 5

Responsibilities of tyre suppliers

Member States shall ensure that tyre suppliers comply with the following requirements:

(1) suppliers shall ensure that C1 and C2 tyres delivered to distributors or end-users are supplied with a label to be displayed by any means or by a sticker on the tyre tread, indicating the fuel efficiency and wet grip class and the external rolling noise measured value, as set out in Annex I, Parts A, B and C, respectively;

(2) the format of the sticker and the label referred to in point 1 shall be as prescribed in Annex II;

(3) suppliers shall state the fuel efficiency class, wet grip class and the external rolling noise measured value on technical promotional literature as set out in Annex I in the order specified in Annex III. For C2 and C3 tyres the measured rolling resistance coefficient shall also be stated;

(4) suppliers shall make technical documentation available to the authorities of Member States on request, for a period ending five years after the last tyre of a given tyre type has been made available on the market; the technical documentation shall be sufficiently detailed so as to allow the authorities to verify the accuracy of information provided on the label on fuel efficiency, wet grip and external rolling noise;

(5) suppliers shall present measured values from the type approval test with regard to the rolling resistance coefficient (expressed in kg/t), wet grip index (expressed as a performance index, G, compared to the standard reference tyre) and noise emissions (expressed in dB) in a publicly available database.
Article 6
Responsibilities of tyre distributors

Member States shall ensure that tyre distributors comply with the following requirements:

(1) distributors shall ensure that the sticker or the label provided by suppliers in accordance with point 1 of Article 5 or a more detailed explanatory version of the label as set out in Annex II, point 3 are available and clearly displayed either on the tyre or in its immediate proximity at the point of sale, respectively.

(2) where tyres offered for sale are not visible to the end-user, distributors shall provide the end-user with documentation on the fuel efficiency class, wet grip class and external rolling noise measured value of those tyres;

(3) for C1, C2 and C3 tyres, distributors shall provide the explanatory version of the label as set out in Annex II, point 3 or 4, stating the fuel efficiency class, the wet grip class and external rolling noise measured value, as set out in Annex I, Parts A, B and C respectively, on or with the bills delivered to end-users when they purchase tyres.

Article 7
Responsibilities of vehicle suppliers and vehicle distributors

Member States shall ensure that vehicle suppliers and vehicle distributors comply with the following requirements:

(1) vehicle suppliers and vehicle distributors shall provide information on tyres which are fitted on new vehicles. That information shall include the fuel efficiency class as set out in Annex I, Part A, the external rolling noise measured value as set out in Annex I, Part C and, for C1 tyres, the wet grip class as set out in Annex I, Part B, in the order specified in Annex III. That information shall be included in at least the electronic technical promotional literature and shall be provided to end-users before the sale of the vehicle;

(2) where different tyre types may be fitted on a new vehicle without end-users being offered a choice between types, the information referred to in point 1 shall mention the lowest fuel efficiency class, wet grip class and the highest external rolling noise measured value of these tyre types;

(3) where end-users are offered a choice between different tyre types to be fitted on a new vehicle, one of the following points shall apply:

(a) where end-users are offered a choice between different tyre/rim sizes but not between other parameters of the tyre type, the information referred in point 1 shall mention for each tyre/rim size the lowest fuel efficiency class, wet grip class and highest external rolling noise measured value of all tyre types within this tyre/rim size;

(b) except in cases covered by point (a), the information referred in point 1 shall mention the fuel efficiency class, wet grip class and external rolling noise measured value of all tyre types which may be chosen by the end-user.

Article 8
Harmonised testing methods

The information to be provided under Articles 5, 6 and 7 on the fuel efficiency class, the external rolling noise measured value, and the wet grip class of tyres shall be obtained by applying the harmonised testing methods referred to in Annex I. The harmonised tests shall provide end-users with a reliable and fully representative ranking of the characteristics tested.
Article 9

Verification procedure

1. Member States shall, in accordance with the procedure laid down in Annex IV, assess the conformity of the declared fuel efficiency and wet grip classes, within the meaning of Annex I Parts A and B, and the declared external rolling noise measured value within the meaning of Annex I Part C.

2. Such assessments shall not prejudice any EU vehicle or tyre type-approval obtained in accordance with Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (1) or Regulation (EC) No .../2009 concerning type-approval requirements for the general safety of motor vehicles ...]. For the conformity assessment Member States shall also refer, where applicable, to tyre type approval documentation and to relevant supporting documentation provided by the supplier.

3. Member States shall ensure that the competent authorities establish a system of routine and non-routine inspections of points of sale for the purpose of ensuring compliance with the requirements of this Regulation.

Article 10

Internal market

1. Where the requirements of this Regulation are satisfied, Member States shall neither prohibit nor restrict the making available of tyres on the market on grounds of product information covered by this Regulation.

2. Unless they have evidence to the contrary, Member States shall consider that labels and product information comply with the provisions of this Regulation. They may require suppliers to provide technical documentation, in accordance with point 4 of Article 5, in order to assess the accuracy of the declared values.

Article 11

Incentives

Member States shall not provide incentives for the use of tyres below class C with respect to either fuel efficiency level or wet grip within the meaning of Annex I, Parts A and B respectively.

Article 12

Amendments and adaptations to technical progress

The following measures designed to amend non-essential elements of this Regulation inter alia by supplementing it shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 14(2):

(1) introduction of requirements with respect to wet grip grading of C2 and C3 tyres, provided that suitable harmonised testing methods are available;

(2) introduction of requirements with respect to snow tyres or Nordic winter tyres;

(3) adaptation of Annexes I to IV to technical progress.

Article 13

_enforcement and penalties_

1. Member States shall, by means of a continuous exchange of information, ensure close cooperation in market supervision in the interest of the consistent implementation of this Regulation. Member States shall take appropriate measures for regular ex-post controls in order to ensure that tyres which are not duly labelled are brought into conformity or taken off the market.

2. Member States shall introduce measures laying down sanctions for infringements of the provisions of this Regulation, including rules on penalties applicable to infringements of the provisions adopted pursuant to this Regulation and provisions ensuring that they are implemented.

3. Those measures shall be effective, proportionate and dissuasive.

4. Member States shall notify those measures and any subsequent amendments thereof to the Commission without delay.

Article 14

Committee

1. The Commission shall be assisted by a committee.

2. Where reference is made to this paragraph, Articles 5a(1) to (4) and Article 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.

Article 15

Review

1. Not later than three years after the date of application of this Regulation, the Commission shall review the application of this Regulation, considering inter alia:

   (a) the effectiveness of the label in terms of consumer awareness;

   (b) whether the labelling scheme should be extended to include retreaded tyres;

   (c) whether new tyre parameters or classes should be introduced;

   (d) the information on tyre parameters provided by vehicle suppliers and distributors to end-users.

2. The Commission shall, on the basis of this review and after an impact assessment and a consumer survey, submit a report to the European Parliament and the Council, accompanied if appropriate, by a proposal for amendment of this Regulation.

Article 16

Entry into force

This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.

It shall apply from 1 November 2012.

However, Articles 5 and 6 shall not apply to tyres produced before 1 July 2012.
This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at [ ],

For the European Parliament
The President

For the Council
The President
Annex I

Grading of tyre parameters

Part A: Fuel efficiency classes

The fuel efficiency class must be determined on the basis of the rolling resistance coefficient (RRC) according to the A to G scale specified below and measured in accordance with UNECE Regulation.

<table>
<thead>
<tr>
<th>C1 tyres</th>
<th>C2 tyres</th>
<th>C3 tyres</th>
</tr>
</thead>
<tbody>
<tr>
<td>RRC ≤ 6.5</td>
<td>A</td>
<td>RRC ≤ 5.5</td>
</tr>
<tr>
<td>6.6 ≤ RRC ≤ 7.7</td>
<td>B</td>
<td>5.6 ≤ RRC ≤ 6.7</td>
</tr>
<tr>
<td>7.8 ≤ RRC ≤ 9.0</td>
<td>C</td>
<td>6.8 ≤ RRC ≤ 8.0</td>
</tr>
<tr>
<td>Empty</td>
<td>D</td>
<td>Empty</td>
</tr>
<tr>
<td>9.1 ≤ RRC ≤ 10.5</td>
<td>E</td>
<td>8.1 ≤ RRC ≤ 9.2</td>
</tr>
<tr>
<td>10.6 ≤ RRC ≤ 12.0</td>
<td>F</td>
<td>9.3 ≤ RRC ≤ 10.5</td>
</tr>
<tr>
<td>RRC ≤ 12.1</td>
<td>G</td>
<td>RRC ≤ 10.6</td>
</tr>
</tbody>
</table>

Part B: Wet Grip Classes

The wet grip classes of C1 tyres must be determined on the basis of the wet grip index (G) according to the 'A to G' scale specified below and measured in accordance with UNECE Regulation 117 on uniform provisions concerning the approval of tyres with regard to rolling sound emissions and to adhesion on wet surfaces.

<table>
<thead>
<tr>
<th>G</th>
<th>Wet grip classes</th>
</tr>
</thead>
<tbody>
<tr>
<td>155 ≤ G</td>
<td>A</td>
</tr>
<tr>
<td>140 ≤ G ≤ 154</td>
<td>B</td>
</tr>
<tr>
<td>125 ≤ G ≤ 139</td>
<td>C</td>
</tr>
<tr>
<td>Empty</td>
<td>D</td>
</tr>
<tr>
<td>110 ≤ G ≤ 124</td>
<td>E</td>
</tr>
<tr>
<td>G ≤ 109</td>
<td>F</td>
</tr>
<tr>
<td>Empty</td>
<td>G</td>
</tr>
</tbody>
</table>

Part C: External Rolling noise

The external rolling noise measured value shall be declared in decibels and measured in accordance with UNECE Regulation 117 on uniform provisions concerning the approval of tyres with regard to rolling sound emissions and to adhesion on wet surfaces.

Part D: Low Noise Mark

For low noise tyres defined according to the grading specified below, the labelling of the measured external rolling noise value measured in dB shall be complemented by the 'Low Noise Mark':

<table>
<thead>
<tr>
<th>External rolling noise classes (dB(A))</th>
<th>C1</th>
<th>C2</th>
<th>C3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Noise Mark (*)</td>
<td>≤68</td>
<td>≥69</td>
<td>≤70</td>
</tr>
</tbody>
</table>

(*) Low Noise Mark:
Annex II

Format of the label

The sticker referred to in point 1 of Article 5 and point 1 of Article 6 consists of two parts: (1) a label printed in the format described below and (2) a space where the name of the supplier and the tyre line, tyre dimension, load index, speed rating and other technical specification are displayed (hereinafter 'brand space').

1. Label design

1.1. The label printed on the sticker, referred to in point 1 of Article 5 and point 1 of Article 6, must be in accordance with the illustration below:

1.2. The following item shall be added to the design:

website address of the EU tyre label website, in large font at the bottom of the label
1.3. The following provides specifications for the label:

1.4. The label must be at least 75 mm wide and 110 mm high. Where the label is printed in a larger format, its content must nevertheless remain proportionate to the specifications above.

1.5. The label must conform to the following requirements:

a) Colours are CMYK – cyan, magenta, yellow and black – and are given following this example: 00-70-X-00: 0 % cyan, 70 % magenta, 100 % yellow, 0 % black;

b) The numbers listed below refer to the legends indicated in point 1.3:

1. Fuel efficiency

Pictogram as supplied: width: 19,5 mm, height: 18,5 mm – Frame for pictogram stroke: 3,5 pt, width: 26 mm, height: 23 mm – Frame for grading: stroke: 1 pt – Frame end: stroke: 3,5 pt, width: 36 mm – Colour: X-10-00-05;
Wet grip

Pictogram as supplied: width: 19 mm, height: 19 mm – Frame for pictogram: stroke: 3,5 pt, width: 26 mm, height: 23 mm – Frame for grading: stroke: 1 pt – Frame end: stroke: 3,5 pt, width: 26 mm – Colour: X-10-00-05;

External rolling noise


Label border: stroke: 1,5 pt – Colour: X-10-00-05;

A-G scale

— Arrows: height: 4,75 mm, gap: 0,75 mm, black stroke: 0,5 pt – colours:
  — A: X-00-X-00;
  — B: 70-00-X-00;
  — C: 30-00-X-00;
  — D: 00-00-X-00;
  — E: 00-30-X-00;
  — F: 00-70-X-00;
  — G: 00-X-X-00.
— Text: Helvetica Bold 12 pt, 100 % white, black outline: 0,5 pt;

Grading

— Arrow: width: 16 mm, height: 10 mm, 100 % black;
— Text: Helvetica Bold 27 pt, 100 % white;

Lines in scale: stroke: 0,5 pt, dashed line interval: 5,5 mm, 100 % black;

Scale text: Helvetica Bold 11 pt, 100 % black;

Value of noise

— Box: width: 25 mm, height: 10 mm, 100 % black;
— Text: Helvetica Bold 20 pt, 100 % white;
— Unit text: Helvetica Bold Regular for ’(A)’ 13 pt, 100 % white;

EU logo: width: 9 mm, height: 6 mm;

Regulation reference: Helvetica Regular 7,5 pt, 100 % black;

Tyre class reference: Helvetica Bold 7,5 pt, 100 % black;
c) The background must be white.

1.6. The tyre class (C1, C2 or C3) must be indicated on the label in the format prescribed in the illustration point 1.3.

2. **Brand space**

   Suppliers must add their name, the tyre line, tyre dimension, load index, speed rating and other technical specification on the sticker along with the label in any colour, format and design, provided that the proportional size of brand space does not exceed a 4:5 ratio against the size of the label and the message published along with the label does not disrupt the message of the label.

3. **Format of expanded explanatory label**

   The explanatory version of the label referred to in Article 6 shall be in accordance with the illustration below, and the text translated into the relevant language of the point of sale. This version of the label is to be provided to the customer on or with the bill, unless this results in an undue burden on the distributor, in which case information shall be provided in accordance with Annex II, point 4.
4. Format of information on the receipt

Where the costs of printing the explanatory label as outlined in Annex II, point 3, represent an undue burden on the distributor, the label information shall be provided in accordance with the illustration below:

<table>
<thead>
<tr>
<th>TOTAL TO PAY</th>
<th>0.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHANGE DUE</td>
<td>0.00</td>
</tr>
</tbody>
</table>

Savings, Safety and Comfort

<table>
<thead>
<tr>
<th>FUEL ECONOMY</th>
<th>A</th>
</tr>
</thead>
<tbody>
<tr>
<td>WET GRIP</td>
<td>B</td>
</tr>
<tr>
<td>NOISE</td>
<td>72 dB</td>
</tr>
</tbody>
</table>

Performance scores apply only to correctly inflated tyres.
For more information on tyre care and savings you can make visit 
www.energycar.org

Directive 2009/.../EC-C1
Annex III

Information provided in technical promotional literature

1. Information on tyre shall be provided in the order specified as follows:

   (i) the fuel efficiency class (A to G);

   (ii) the wet grip class (A to G);

   (iii) the external rolling noise measured value (dB).

2. That information must meet the following requirements:

   (i) easy to read;

   (ii) easy to understand;

   (iii) if different grading is available for a given tyre type depending on dimension or other parameters, the range between the least- and best-performing tyre must be stated.

3. Suppliers must also make available on their website:

   (i) a link to the EU tyre labelling website;

   (ii) an explanation of the pictograms printed on the label, and the fuel efficiency calculator which is provided on the EU tyre labelling website;

   (iii) a statement highlighting that actual fuel savings and road safety depend heavily on the behaviour of drivers, and in particular the following:

       — eco-driving can significantly reduce fuel consumption;

       — tyre pressure should be regularly checked for higher wet grip and fuel efficiency performance characteristics;

       — stopping distances should always be strictly respected.

Annex IV

Verification procedure

The conformity of the declared fuel efficiency and wet grip classes as well as the declared external rolling noise measured value shall be assessed for each tyre type or each grouping of tyres as determined by the supplier; according to the following procedure:

(1) a single tyre shall be tested first. If the measured value meets the declared class or external rolling noise measured value, the test is passed;

(2) if the measured value does not meet the declared class or external rolling noise measured value, three more tyres shall be tested. The average measurement value resulting from the four tyres tested shall be used to assess conformity with the declared information.