

# Press release – Labels for tyres: deal for greener and safer road transport



The legislation was informally agreed by MEPs from the Industry and Research Committee and the Finnish Presidency of the Council, on Wednesday evening.

Under the new rules, the labelling will have to indicate the tyre's fuel efficiency, wet grip and external rolling noise. Information on snow and ice performance may also be included on the label with pictograms.

The label can be added to in the future, by means of so-called delegated acts, to include information on mileage, abrasion, retreaded tyres and for snow and ice grip. Mileage and abrasion performance data would be added when a testing method becomes available.

Labels must be clearly visible to consumers, be on display in all situations where tyres are sold, including online, and should provide a QR code for easy scan.

The aim of the new bill, still to be formally adopted, is to increase consumer awareness and improve market surveillance across the EU, to reap the potential benefits for the environment, health and safety. The abrasion of tyres during use is a significant source of micro-plastics, which are harmful to the environment.

## **Heavy-duty vehicles**

The new labelling scheme would also apply to heavy-duty vehicles (so-called C3 tyres), which are currently not covered by EU labelling requirements. Freight accounts for a large percentage of GHG emissions coming from transport. Since C3 tyres consume more fuel and cover more kilometres per year than C1 (passenger cars) and C2 (light commercial vehicles), they have greater potential in terms of reducing fuel consumption and emissions.

## Quote

Rapporteur Henna Virkkunen (EPP, FI) said: “Everybody knows the energy label, it is a trade mark. In the same way, the new tyre label allows consumers to make informed choices. For example, information on a tyre’s fuel efficiency helps consumers to cut emissions and save money, as tyres contribute to as much as 20-30% of the vehicle’s fuel consumption. The problem of microplastics released from the tyres is another important concern. I am happy that all the institutions have agreed to include microplastics on the label as soon as possible, once reliable testing methods and standards become available.”

## Next steps

The informal agreement will now have to be endorsed by the European Parliament’s Industry committee and the Council’s Committee of Permanent Representatives (COREPER). If then approved by both Parliament and Council, it would be applicable from 1 May 2021.

## Background

The new labelling scheme could lead to a reduction of 10 million tonnes of CO2 emissions and to an increased turnover of €9 billion. The new regulation on the labelling of tyres will repeal and replace the 2009 Tyre Labelling Regulation once it enters into force.

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## [DG International Ratings SRL's CRA registration withdrawn](#)

The withdrawal decision follows the official notification sent to ESMA by DG International on 25 October 2019 of its intention to renounce its registration as a CRA under the conditions set out in Article 20(1)(a) of the CRA Regulation (CRAR).

Point (a) of Article 20(1) of the CRAR provides that without prejudice to Article 24, ESMA shall withdraw the registration of a credit rating agency where the credit rating agency “expressly renounces the registration or has provided no credit ratings for the preceding six months”.

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# International migrant smuggling network dismantled

14 November 2019

**✘Yesterday, the national authorities in Germany (Federal Police Department) and Romania (Directorate for Investigating Organised Crime and Terrorism and National Police) took part in a simultaneous action against an organised criminal group smuggling migrants from the Middle East.**

The German Federal Police initially carried out the investigation with the Romanian national authorities and were later joined by UK and Hungarian investigators. National authorities from Germany, Romania, Hungary, the UK and Turkey further looked into the activities of 36 people accused of smuggling at least 580 migrants, earning more than EUR 2 million for their services.

The smugglers and their victims travelled from Iran, Iraq and Syria, via Turkey and Greece, to Romania, where they were loaded into containers and transported on trucks via Hungary and the Czech Republic into Germany. This form of transport is potentially fatal for the migrants.

A joint investigation team (JIT), with financial and logistical support provided by Eurojust, was formed in November 2018 among Germany, Romania, the UK and Hungary, with the participation of Eurojust and Europol. The JIT was instrumental in the success of the investigation and the action day. Two coordination meetings were held at Eurojust to prepare for the action day. Europol supported the actions by analysing data.

During the action day, 78 police officers from Germany and 65 police officers from Romania searched 13 houses in Germany and Romania. Four people were detained in Romania and one person was detained in Greece. The police seized 14 cell phones, 2 computers, bank account documentation and various pieces of identification.

In related actions, four drivers were sentenced in Germany to terms ranging from one year and eight months to five years and three months. Another driver is standing trial in Hungary. The main organiser was arrested on a German European Arrest Warrant in London earlier this year by German and UK police. His extradition is pending. At the same time, the Turkish Police arrested 14 suspects.

## **National authorities:**

- **Germany:** Office of the Public Prosecutor Weiden in der Oberpfalz
- **Romania:** Directorate for Investigating Organised Crime and Terrorism – Central Structure; Romanian National Police
- **UK:** Crown Prosecution Service; Home Office Immigration Enforcement
- **Hungary:** District Office of Public Prosecution Mosonmagyaróvár

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## [EIOPA welcomes the adoption of the first global frameworks for supervision of internationally active insurance groups and mitigation of systemic risk in the insurance sector by the International Association of Insurance Supervisors](#)

EIOPA welcomes the adoption today of the first global frameworks for supervision of internationally active insurance groups, including an Insurance Capital Standard Version 2.0, and for the mitigation of systemic risk in the insurance sector.

In particular the adoption of the Insurance Capital Standard ICS Version 2.0 for the monitoring period to enhance convergence towards a global group capital standard over time is a major milestone.

EIOPA also underlines its support to the Common Framework establishing supervisory standards and guidance and the Holistic Framework for the assessment and mitigation of systemic risk in the insurance sector.

Gabriel Bernardino, EIOPA Chairman, said 'Today's developments represent a major step in ensuring an effective supervision of the insurance sector globally. Together, these frameworks take us one step closer to a sound and consistent global insurance regime. EIOPA will continue its commitment and play an active role in the work of the IAIS to strengthen a global approach to supervision and its implementation in the future.'