**Miguel Arias Cañete,** *Member of the Commission***.** – Madam President, the existing tyre labelling regulation dates from 2009 and requires the Commission to review it in view of technological progress. After a two‑year review, the Commission adopted a proposal to revise the existing rules for tyre labelling as part of the third mobility package in May last year. It is an important proposal because road transport is responsible for 27% of final energy consumption in the European Union and 20% of the European Union’s total greenhouse gas emissions.

Moreover, rolling resistance of tyres accounts for 5% to 10% of a vehicle’s fuel consumption. Therefore, having an up-to-date tyre label provides consumers with the necessary information to allow them to review their fuel consumption and save money. In fact, we estimate that an updated labelling scheme could save annually as much as 129 petajoules (PJ) of fuel by 2030, or savings of 10 million tonnes of carbon dioxide per year – the equivalent of removing almost 4 million passenger cars from European Union roads. For consumers, this would result in EUR 7 billion annual savings in fuel costs.

Let me start by congratulating the rapporteur and the Committee on Industry, Research and Energy (ITRE) on the progress made in Parliament. I believe that his report strengthens the Commission proposal on several points, and in particular on the rule for showing the tyre label on the internet, on the visibility of the tyre label vis-à-vis consumers in shops and with the links with international regulations on tyres.

I am also pleased that the report supports the Commission proposal as regards the inclusion of tyres in the product registration database established for energy labelling.

However, the Commission considers that it could be further strengthened in the following areas. Firstly, the report’s text leaves the performance levels and related label classes from the 2009 Regulation almost unchanged. However, in the meantime, tyres in the bottom classes (F and G) can no longer be sold on the Union market, as they are banned by the General Safety Regulation. Although the proposal removes the G class and greys out the F class, leaving the remaining classes as they are today means that there is no additional incentive for tyre manufacturers to innovate and bring more efficient and safe products to the market.

Secondly, abrasion of tyres is the major source of microplastics in the environment. Addressing this is a key priority for the Commission under the recently adopted Plastics Strategy. Therefore, the Commission considers that as soon as a reliable testing method is available, new rules should be set as quickly as possible. Delegated acts would be a much quicker way of doing this than a full legislative proposal as envisaged now by the report.

Finally, there are several other points of concern, such as the weakening of controls by Member States, removing the obligation to show the label in visual advertisements and making the inclusion of the ice and snow logo voluntary instead of mandatory. I am confident that these issues can be addressed in the next phases of the co-decision process