



MSTyr15

FINAL CONFERENCE

Incorporating Joint Meeting
Management Team Meeting 5 &
Advisory Board Meeting 3

30 May 2018
Brussels



Agenda

No.	Subject
1	Welcome and introduction to the Final Meeting by Ioana Zlotila, Deputy Executive Director of PROSAFE
2	MSTyr15 summary and key actions
3	Why MSTyr15 and market surveillance support
4	Capacity building amongst MSAs
5	Surveillance activities, results and actions
6	MSTyr15 lessons learned and the way forward
7	European Commission viewpoint on market surveillance
8	Open floor - views from stakeholders and participating market surveillance authorities
9	Closing the final conference followed by drinks reception



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Objectives

- Overall: Help deliver the intended economic and environment benefits of the Tyre Labelling and related Regulations by increasing the rates of compliance with them
- Feed-off the momentum created by *ECOPLIANT* & *EEPLIANT* - momentum that has growing numbers of EU market surveillance authorities (MSAs) actively enforcing the requirements of the Ecodesign and Energy Labelling Directives
- Accelerate that momentum by expanding the coverage to include enforcement of the Tyre Labelling Regulations
- Make it *easy* for MSAs to take part -provide funding, training, technical support, peer group support and the extra benefits of working in a team
- Leverage the entire EU market through taking joint (coordinated) action



WHY these objectives are important

- Highly visible demonstration to all stakeholders that the marketplace is being policed - something that both the supply-side and consumers have campaigned for
- Creates capacity in MSAs where, in some cases, none existed before
- Transnational, will impact the entire EU market
- Improves the harmonisation of enforcement actions between MSAs in different Member States
- Creates a common purpose through the involvement of suppliers, users and policy makers



WHO are participating

	Participant organisation name	Country
	PROSAFE	BE
1.	FPS Health, Food Chain Safety and Environment	BE
2.	Commission for Consumer Protection	BG
3.	Ministry of Economy	HR
4.	Estonian Environmental Inspectorate	EE
5.	Finnish Transport Safety Agency	FI
6.	State office for legal Metrology and Verification of Rhineland-Palatinate	DE
7.	Consumer Rights Protection Centre	LV
8.	State Non Food Products Inspectorate	LT
9.	Institut luxembourgeois de la normalisation, de l'accréditation, de la sécurité et qualité des produits et services	LU
10	Office of Competition and Consumer Protection	PL
11	National Authority for Consumers' Protection	RO
12	Agency for Consumer, Food Safety and Nutrition	ES
13	Swedish Energy Agency	SE
14	Ministry of Science, Industry and Technology	TR
15	The sustainable Energy Authority of Ireland	IE

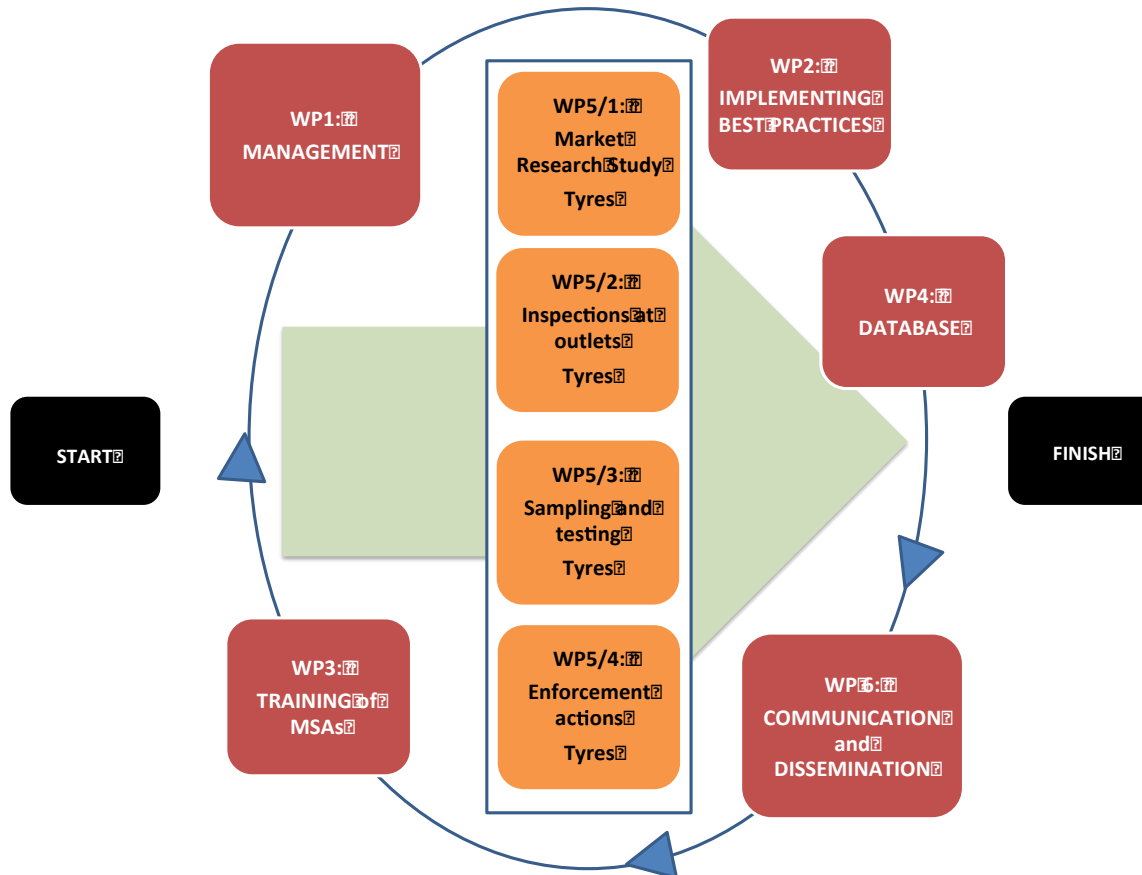


Project contents

- Work Package 1: Management
- Work Package 2: Implementing Best Practices
- Work Package 3: Training of Market Surveillance Authorities
- Work Package 4: Data collection
- Work Package 5: Inspection and testing
- Work Package 6: Communication and Dissemination



Project structure





Timing...

- The project formally began in March 2016 and finishes next month, June 2018
 - WP1 (Management), WP2 (Development of Best Practice), and WP6 (Communications) are activities that have run continuously throughout the project
 - WP3 (Training) was mainly completed in the first phase and continued to be available throughout
 - WP 4 (Development of database) has continued with interlinkage to ICSMS still to take place
 - WP5 (Market research/label inspections/document inspections/testing/ is almost completed



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EASME presentation



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Capacity Building

- Developed through 3 activities
 - **WP2** -Development and implementation of Good Practice Guidelines
Leader: SWEA-STEM (SE)
 - **WP3** Training
Leader: TRAFI (FI)
 - **EXPERIENCE** gained through inspections and tests in WP5 and through working with peers



WP2 -Development and implementation of Good Practice Guidelines

Guidelines:

- Module A - Good Practice Guidelines, the basic overall guide
- Module B - Summary of the legal background governing the labelling of tyres in the EU
- Module C - Description of the tyre label
- Module D - Guidance for inspecting the display of labels on tyres
- Module E - Guidance for making an examination of technical documentation for tyre labels
- Module F - Guidance for the Conduct of market surveillance tests on tyres



WP3 - Training for Market Surveillance Authorities

- Trained MSA staff to use the Good Practice guidelines developed in WP2
- Trained MSA staff to use direct data entry system for inspections and subsequent sharing of results
- Developed 2-part training video available in Bulgarian, Croatian, English, Dutch, Estonian, Finnish, French, German, Latvian, Lithuanian, Polish, Romanian, Spanish, Swedish and Turkish
- Provided access to improved technical knowledge through visit to test laboratory



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MSTyr15

WP5 Inspection and testing tyres

30 May 2018

Brussels



Inspections per Member Country

Belgium	221
Bulgaria	900
Croatia	536
Estonia	258
Finland	1080
Germany	1238
Ireland	1080
Latvia	976
Lithuania	582
Luxembourg	501
Poland	1111
Romania	700
Spain	744
Sweden	1068
Turkey	1246
Total	12241

2888 (23,5%) tyres were inspected by analysis of the websites

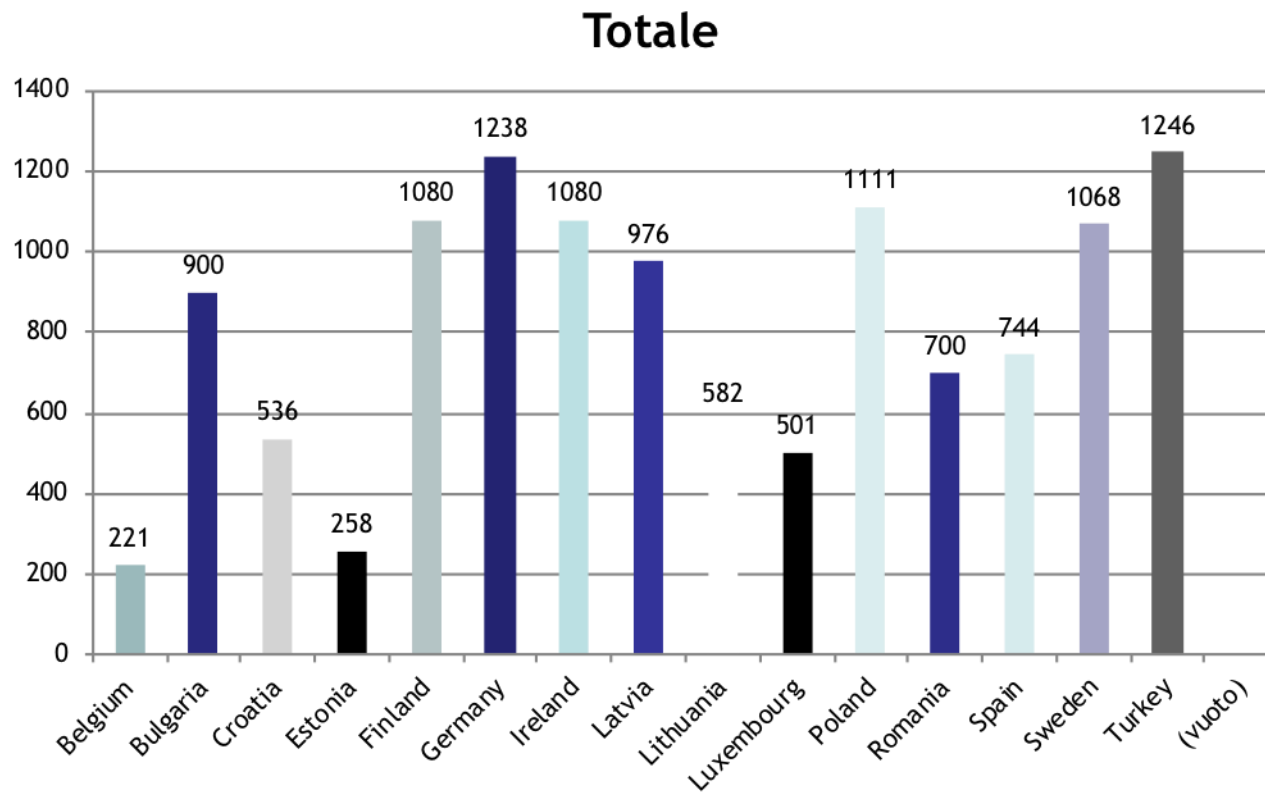
73% summer tyres

27% winter tyres





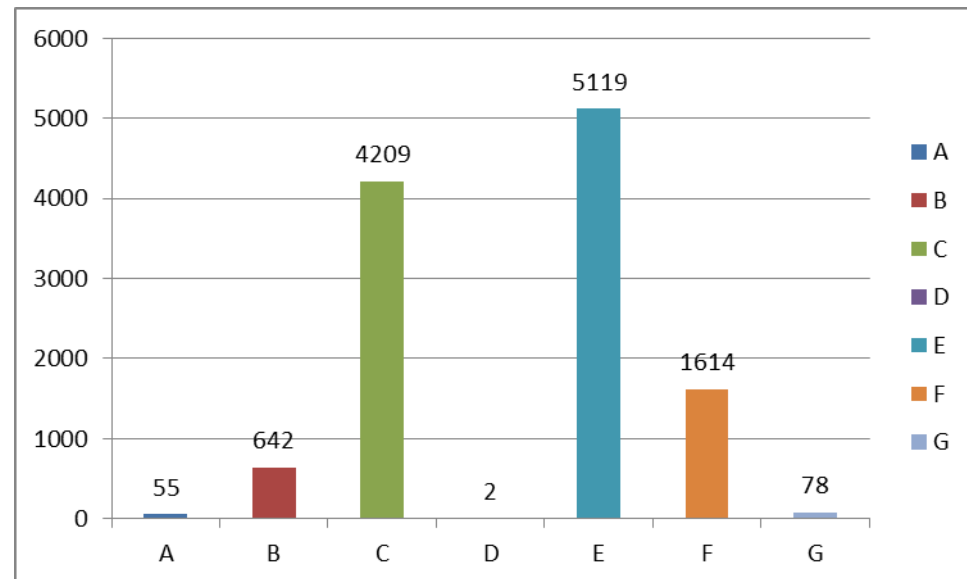
Inspections per Member Country





Tyres inspected per RR Class

A	55
B	642
C	4209
D (*)	2
E	5119
F	1614
G	78



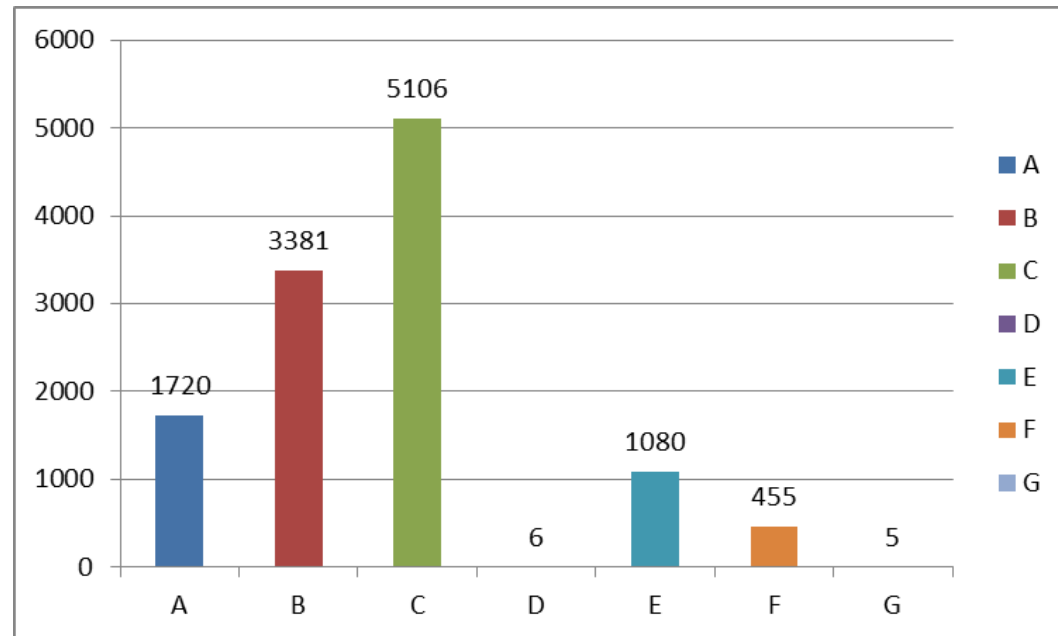
In one case class D is declared. It is a studdable tyre, Regulation is not applicable.

For other case the relevant Authority is checking



Tyres inspected per WG Class

A	1720
B	3381
C	5106
D (*)	6
E	1080
F	455
G (*)	5



(*) Relevant Authorities are checking reason for these discrepancies



Inspections results

- **Inspections on web: 627 non compliant**
In 385 cases no label shown
Other non conformities: no link to Commission website (160), missing explanation of pictograms (21), faulty information (92)
- **Inspections on shops: 568 non compliant**
In 109 cases no label shown
Other main non conformities: no label shown (69), wrong label format (319), label incomplete (69), label not easily visible (28)



Verification of label

- Main problems
 - Incorrect or missing data
 - Label missing or not shown
 - Non correct label format/size etc.
 - No info concerning label on the bill
 - Label on studded tyres
 - No info on rethreaded tyres, manufacturing date, etc. on the web



Verification of documentation

- 876 requests for documentation contacting the following economic operator (details in the table)

Dealer	172
Importer	314
Manufacturer	278
Representative	112
	876

- For 10% of cases no documents received
- For more than 40% documents delivered after more than two weeks and after repeated requests

Verification of documentation

- For 334 documents received (38%) there were non compliances
- Main problems:
 - Incomplete documents received 164
 - Delivery of documents too late 57
 - No documents received 26
 - Wrong documents received 19
 - Faulty documents received 17



Tests Results

131 tyres tested

- 16 (12%) not compliant to Wet Grip
 - 3 from HR-LV, 2 BG-IE-RO, 1 DE, EE, LT, LU
- 20 (15%) not compliant to Rolling Resistance
 - 4 from SE, 3 from BG-IE, 2 DE, 1 BE, EE, ES, FI, HR, LU, LV, PL
- No tyres failing both WG and RR



Repetition tests

- Members have analysed the results and have decided which of non compliant tyres are not in line with the Regulation
- Tyres with declaration for RR or WG not in line with Regulation now being retested to verify if in compliance or not with declared values
- According to Annex VI three samples will be retested
- The average measurement value from the three tyres tested will be considered to assess conformity with the declared information



Results of repeated tests for WG

WG	1st test	repetition
BG-06	NOK	OK
BG-10	NOK	NOK
DE-04	NOK	NOK
EE-08	NOK	Not required
HR-01	NOK	OK
HR-06	NOK	OK
HR-11	NOK	OK
IE-01	NOK	NOK
IE-08	NOK	NOK
LT-03	NOK	OK
LU-10	NOK	OK
LV-02	NOK	NOK
LV-06	NOK	OK
LV-08	NOK	OK
RO-01	NOK	Pending
RO-02	NOK	Pending



Results of repeated tests for RR

RR	1st test	repetition
BE-01	NOK	Not required
BG-04	NOK	NOK
BG-07	NOK	Not required
BG-09	NOK	OK
DE-08	NOK	Not required
DE-11	NOK	NOK
EE-01	NOK	Not required
ES-07	NOK	NOK
FI-04	NOK	NOK
HR-04	NOK	NOK
IE-03	NOK	OK
IE-04	NOK	OK
IE-06	NOK	OK
LU-08	NOK	NOK
LV-05	NOK	Not required
PL-03	NOK	Not required
SE-03	NOK	NOK
SE-07	NOK	NOK
SE-10	NOK	NOK
SE-11	NOK	Not required



Overall result of tests

- Out of 131 tyres tested:
 - from the 16 non compliant for WG, after repetition tests:
 - 5 were still NOK
 - 8 were OK
 - 8 were not tested after analysis of tolerances
 - 2 were not tested as samples were not made available in time



Overall result of tests

- Out of 131 tyres tested:
 - from the 20 non compliant for RR, after repetition tests:
 - 9 were still NOK
 - 4 were OK
 - 7 were not tested after analysis of tolerances

Enforcement activities

- Members discussed the results of previous activities and agreed on a common approach to enforcement actions
- Each participant undertook the agreed enforcement actions for those products that were found to be non-compliant for Labelling, Technical Documentation, Tests.
- Results of this action (products re-labelled, withdrawn, sanctions applied etc.) will be added to the database and sent to all EU MSAs and Turkey via the ADCO
- Involvement of WP6 for communication and dissemination
- For more than 1700 models letters were sent to Economic Operators for corrective actions, in nearly 30% of cases the Economic Operator took voluntary actions
- Most data are available even if enforcement is still running in some Countries



Enforcement Actions

	Letter to economic operator	Voluntary action to correct documentation or labelling
BG	131	4
EE	3	
ES	103	
FI	165	5
HR	19	5
IE	125	4
LU	51	11
LV	267	6
PL	24	16
RO	2	26
SE	14	10
TR	126	4
	TOTAL 1030	91



Monitor impact

Summary of impact for the following categories of information:

- Based on results of tests NO products were removed or withdrawn from the market, as consequence:
 - No specific evaluation of energy saving
 - No specific evaluation of consumer detriment - the financial impact of the extra energy required by the non-compliant products is not relevant
 - No estimation of wider energy savings were possible

Following the dissemination of info from the Joint Action awareness of consumers will increase and choice of more efficient tyres will be stimulated.



Main problems faced

- Selection and testing of tyres considering availability/climatic conditions
- Interpretation of the Regulations and relevant tolerances for the evaluation of the compliance after tests
- Documentation does not refer to Regulation
- Long time needed to receive required documentation
- Costs for purchase-dispatching
- Cross-market inspections: e.g. sample selected in one Country but responsible Economic Operator in other Countries



The main results of the JA

- Evidence that there are problems on:
 - correct information on shops or on the web,
 - availability of the Technical documentation,
 - suitability and completeness of the technical documentation
- On the other hand the JA showed that models on the market are basically in line with the declared classes for both WG and RR



Overall positive results

- Increase of competence of the inspectors of all participating members, thanks also to the training developed by WP2 and WP3
- Evidence to the market that there were inspection action thus giving more recognition and acceptance of the requirements of the Regulation for the market operators (dealers, distributors, etc.)
- Increase of awareness of consumers thanks to documentation developed in the frame of the JA and specific events organized by members of the JA
- Use of tablets and relevant software on web and app has been successful, but improvements are needed to make it more «user-friendly» and flexible in use



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Market Surveillance- Subsidiarity or Harmonisation?

**International Co-operation
is better**

Joint Actions

- Tool to maximise minimal resources and to minimise maximal inputs.



"WE COLLABORATE. I'M AN EXPERT BUT NOT AN AUTHORITY, AND DR. GELBIS IS AN AUTHORITY, BUT NOT AN EXPERT."



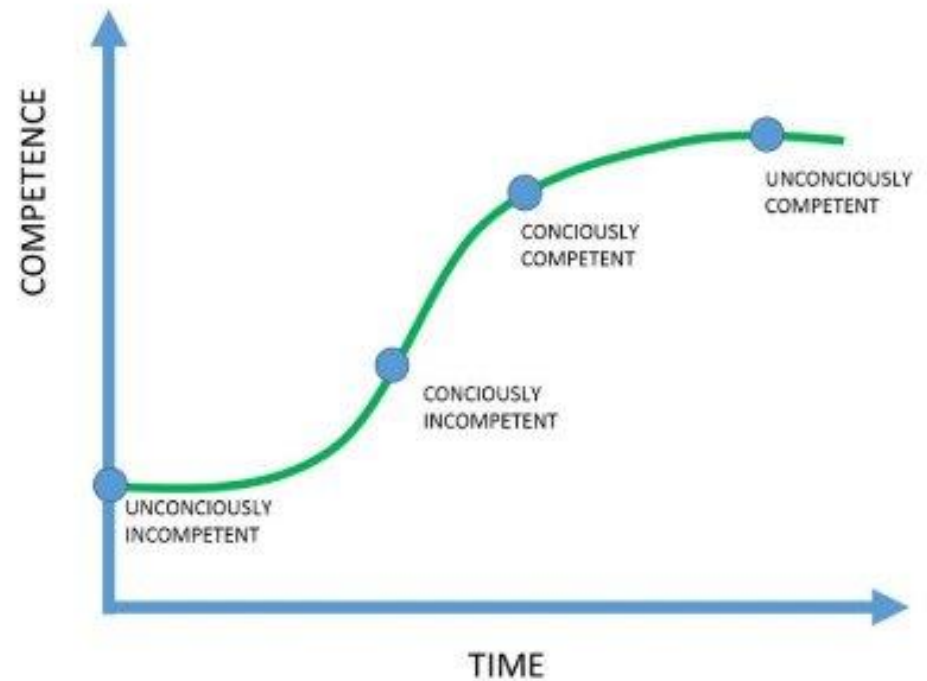
Why cooperating?

- Leverage resources;
- Enhance operations in individual Member States;
- Reduce repetition of operations;
- Learn through sharing of experiences;
- Make use of expertise in other Member States;
- Do more with less.



THE LEARNING CURVE

You learn faster
when you
cooperate with
your peers!!!



How do MSAs cooperate?

- AdCos and other formal fora;
- Less formal for a, eg. Joint Actions;
- One-to-one communication (emails, telephone calls, coffee breaks, etc).



With whom do MSAs cooperate?

- Other MSAs;
- European Commission and its Executive Agencies;
- Industry players
- Representative Associations and NGOs (eg. ANEC, etc.)



When do MSAs cooperate?

- Proactive - Through AdCos, Joint Actions, etc.
- Reactive - When we need to sound out the waters (eg. to see how an issue has been solved by another colleague)
- Reactive - When we encounter problems (but not only)
- Reactive - Through exposure to best practises in other MSAs



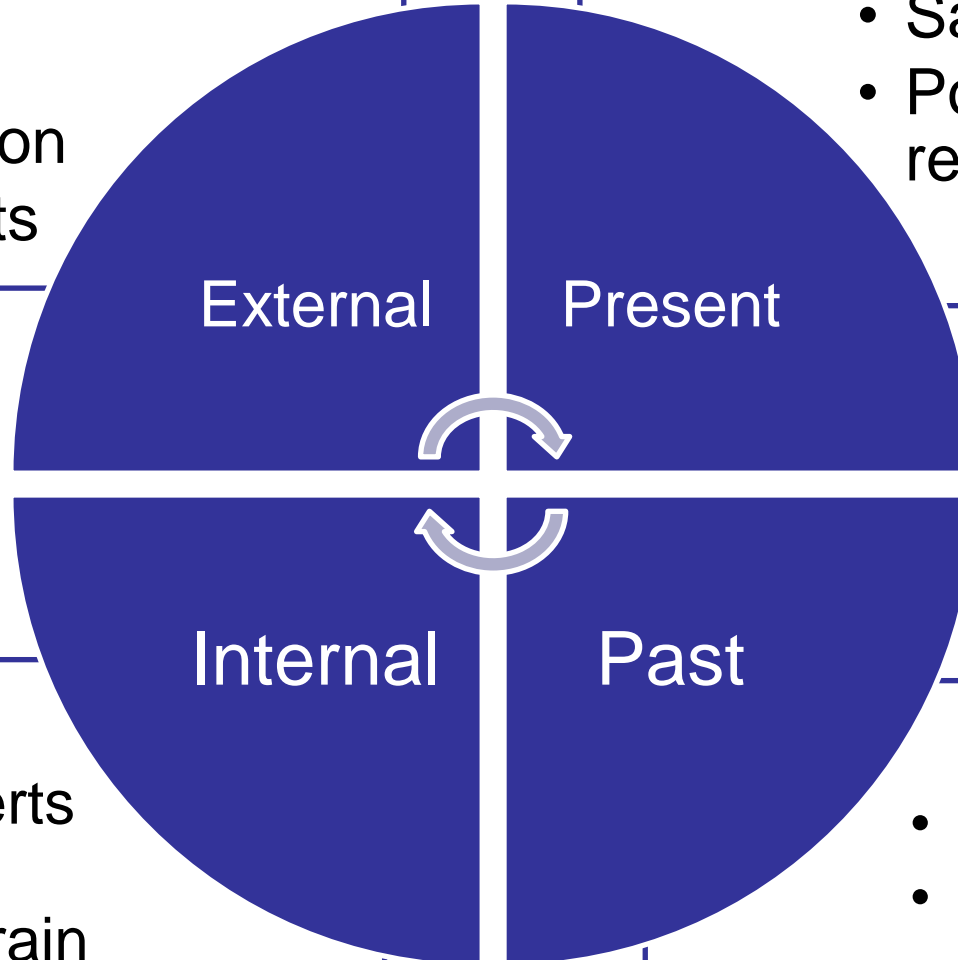


Any pitfalls?

- Budget Reductions
- Re-organisation
- Personnel cuts

Constraints

- Qualified experts
- Minimal resources to train



- Safety Urgency
- Political relevance

Priorities

- Commitments;
- Available resources



How can MSAs enhance their cooperation?

- Share test results and be able to enforce on each other's results; i.e. no need for new tests
- Share each other's programmes so that we are aware of investigations in each other's MSs
- Share programmes at testing labs and so reduce cost through economies of scale



Finally ...

- MSAs are participating in these projects together, i.e., MSAs, Commission, Stakeholders, Consumers;
- Hence we should share risks collectively;
- The rule should be cooperation and not abdication of responsibility by anyone of the participants.



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