



ecoTYRE

L'Economia Circolare dei PFU

2020

CORPORATE
ANNUAL
REPORT

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Innovation for the Environment

Introduction



Enrico Ambrogio · President of EcoTyre

In 2025, EcoTyre continued to optimise its End-of-Life Tyre (ELT) management activities, focusing on several key areas: the breadth and reach of the collection service, compliance with the legally mandated targets, and leadership in the Circular Economy.

Thanks to the collaboration and commitment of our internal and external staff, our 82 EcoTyre Logistics Partners and 21 Recycling Partners, we have once again exceeded the legally required collection targets this year.

Our collection system has once again proven to be comprehensive, covering every corner of Italy, ensuring efficient service even in the most remote areas and for small operators, in line with our commitment to leave no one behind. In 2025, we conducted approximately 18,000 collection missions, improving our presence and service timeliness even in the most peripheral or disadvantaged areas. This result confirms our dedication to maintaining high quality standards in ELT management throughout the national territory.

On the Circular Economy front, the “Tyre-to-Tyre” research and development project has made significant progress. Thanks to the results achieved and to important partnerships with prestigious national and international university research institutes, we have succeeded in identifying industrial applications to reuse the devulcanized rubber obtained directly from the ELTs we collect.

We are thus contributing decisively to making sustainable and efficient a new industrial supply chain of genuine Circular Economy, enabling the use of large quantities of recycled rubber instead of consuming virgin raw materials. Today, it is possible to use “Green Rubber” in various industrial applications, such as tyres, gaskets, modified bitumen, sheeting, or pipes. A result that positions us at the forefront and motivates us even more to continue along this path.

In 2025, we also continued enthusiastically the social and environmental support activities through the ELT Zero Project — sponsored by the Ministry of the Environment and Energy Security — which, thanks to collaboration with Local Authorities and environmental associations such as Legambiente and Marevivo, enables extraordinary clean-up operations targeting illegally abandoned end-of-life tyres and raises awareness about the correct recovery of end-of-life tyres.

As tradition dictates, our activities are illustrated and summarised in this Annual Report, which serves not only as an account of the results, data, and projects managed during the previous year, but also as a dynamic consultation tool. Through various QR Code links, readable with any smartphone, it is possible to access our online portal to consult data and information updated in real time.

Happy reading.

The ELT System

In Italy, the management of End-of-Life Tyres is governed by the European principle of Extended Producer Responsibility (EPR): producers and importers of tyres are responsible for the correct recovery of the tyres placed on the market, in quantities equivalent to the volumes commercialised each year.

How EPR Works in Italy

Ministerial Decree 182/2019 regulates ELT management by establishing specific obligations for producers, importers, distributors and industry operators. The system requires that every company placing tyres on the Italian market registers with a recognised Consortium — such as EcoTyre — and pays an environmental fee proportional to the weight of the tyres placed on the market. This fee finances the free collection of ELTs from tyre shops and garages.

EcoTyre coordinates the entire supply chain: from member registration to annual collection planning, from reporting to the Ministry of the Environment and Energy Security to managing logistics and recycling partners. The Consortium operates on a not-for-profit basis: every euro of the environmental fee is reinvested in the collection service.



RENAP

Since July 2025, the National Register of Producers (RENAP) — established to ensure full traceability of EPR obligations — has been reshaping the documentation and reporting procedures for all industry operators. EcoTyre is among the organisations that actively participated in the consultation and testing phase, ensuring its members a seamless transition to the new system without operational disruption.

Regulatory Updates

The European Union is accelerating the transition towards a fully circular economy. Two fronts are of greatest relevance for the ELT sector.

On one side, the revision of the End of Waste Directive establishes new criteria for when a recovered material ceases to be classified as waste and can re-enter the production cycle. For recycled rubber from ELTs, there is a concrete opportunity: to allow the use of rubber granulate as a secondary raw material in industrial applications — from tyres to construction, from sports surfaces to modified bitumen — without the burden of waste management procedures.

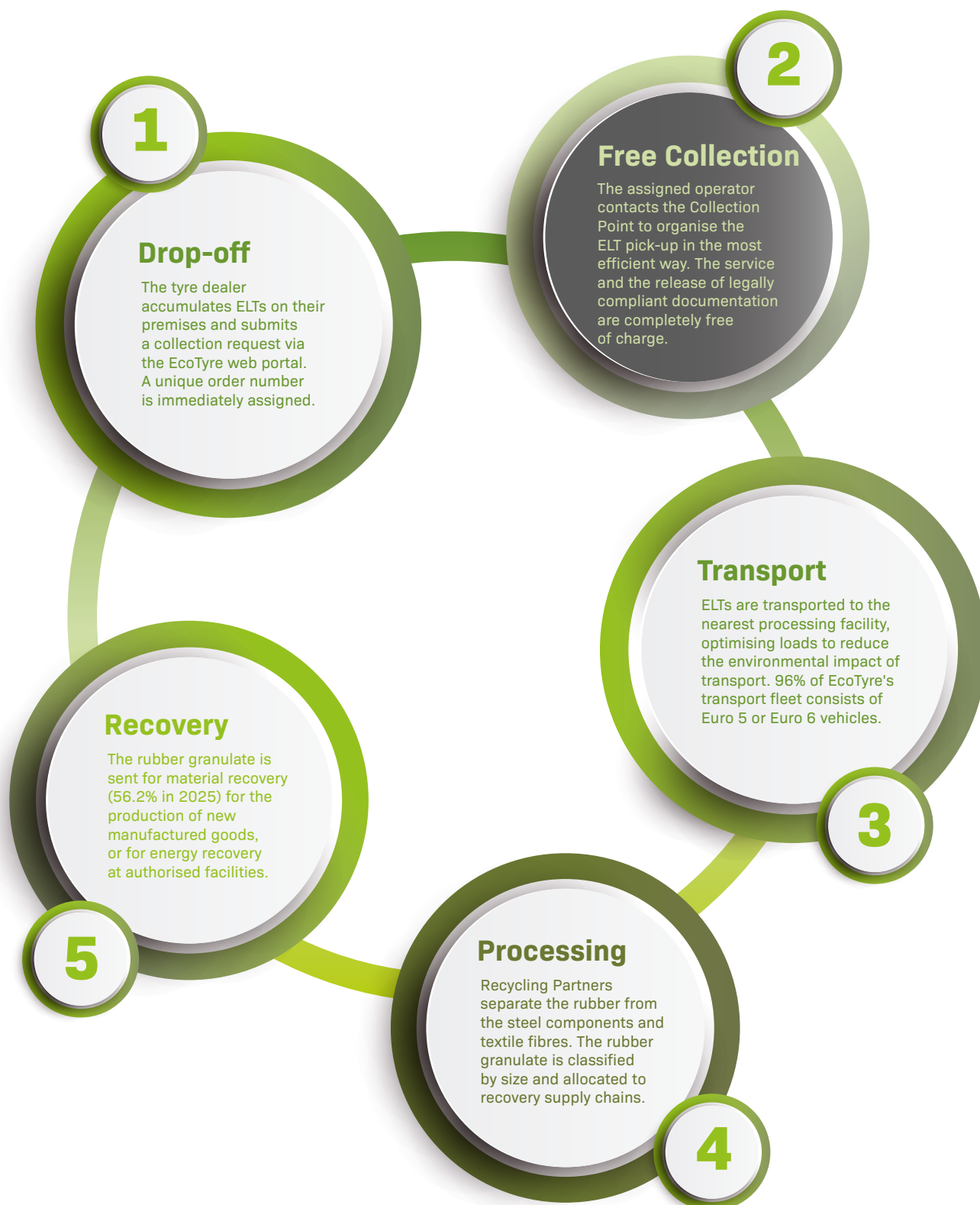
The new European EPR Regulation, still being finalised, aims to harmonise national producer responsibility systems, with minimum collection and recovery targets common to all Member States. For EcoTyre, which has been exceeding these targets for years, the outlook is positive: raising European standards will benefit high-performing Consortia and create a fairer system for all operators.

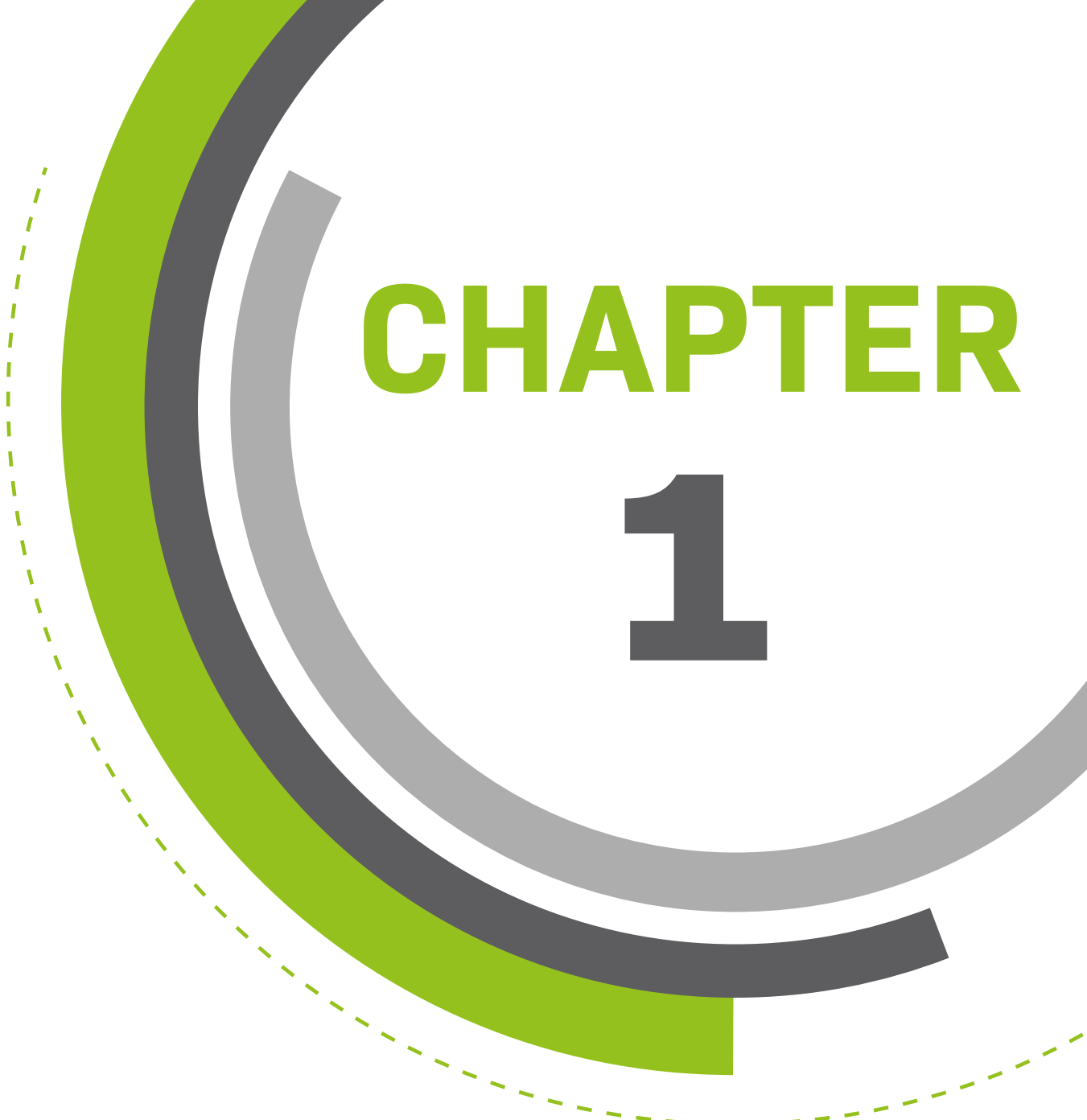
The European Comparison

EPR systems for ELTs vary considerably across Europe. Countries such as France (with Aliapur), Spain (with Signum) and Portugal (with Valorpneu) have adopted models similar to Italy's, based on not-for-profit consortia with transparent environmental levies. Italy's recovery rate is among the highest in Europe, with material recycling rates in constant growth. EcoTyre's 'Tyre-to-Tyre' project is today one of the few European examples of a complete closed loop: from used tyres, new tyres are produced.

The ELT Management Cycle

From the moment a tyre is removed from a vehicle to when the recycled rubber returns to production, every step is documented and tracked. The EcoTyre supply chain is structured in five phases:





CHAPTER

1

THE CIRCULAR ECONOMY OF ELTS

**THE ECOTYRE
CONSORTIUM**

Governance

EcoTyre's Operational Structure

EcoTyre operates with a lean organisational model, based on the strategic coordination of a network of specialised suppliers. The internal team manages governance, administration, reporting, research and development functions. Operational activities — collection, transport and processing — are entrusted to partners selected according to rigorous sustainability and quality criteria.

The operational network is structured around Logistics Partners (82), who handle the daily collection and transport of ELTs throughout the national territory, and Recycling Partners (21), dedicated to processing and recovery. These are complemented by the ACI scrapping network, with which EcoTyre collaborates for the management of tyres arising from end-of-life vehicle scrapping.

The Consortium's Governing Bodies

EcoTyre is a Consortium Company with Limited Liability, governed by Articles of Association that guarantee the representation of all members in the decision-making bodies. The General Assembly of Members meets periodically to approve the budget, objectives and strategic direction. An independent Supervisory Body, established in accordance with Legislative Decree 231/2001, ensures compliance with the Code of Ethics by all personnel.

Since 2018, the Consortium has maintained ISO 9001:2015 (Quality Management) and ISO 14001:2015 (Environmental Management) certifications, demonstrating its commitment to internationally recognised standards of excellence acknowledged by both partners and institutional stakeholders.

GUIDING VALUES

EcoTyre operates every day guided by four core values that permeate the entire organisation and all stakeholder relationships.



Sustainability

Every operational decision is also evaluated in terms of its environmental impact. From the selection of logistics partners to route optimisation, the environmental criterion is an integral part of every decision.

Transparency



Data is public, processes are documented, and reporting is comprehensive. EcoTyre publishes all collection data in real time through the EcoTyre Live platform.



Innovation

Research and development are strategic investments, not costs. The 'Tyre-to-Tyre' project demonstrates that innovating in waste management means opening new markets and creating new value for the entire supply chain.

Reliability



Members, tyre shops and partners know that EcoTyre keeps its commitments: on deadlines, on service quality, on administrative correctness.

Socio-Economic Impact

The Consortium's activities generate an annual economic value of approximately €22.5 million and involve over 100 people across direct and indirect staff.

Ethics and Quality: the Model 231

Since 2020, EcoTyre has adopted an Organisation, Management and Control Model compliant with Legislative Decree 231/2001. The Model defines guidelines, operational procedures and verification methodologies for all sensitive activities. The independent Supervisory Body oversees compliance with the Code of Ethics by all personnel.

Supply Chain

Logistics Partners and Recycling Partners sign specific commitments relating to environmental protection, workplace safety, regulatory compliance and service quality.

In 2025, 96% of the transport fleet consisted of Euro 5 or Euro 6 vehicles. The preference for local partners reduces kilometres travelled and the carbon footprint of transport.

Partner Verification

EcoTyre has developed a system of continuous improvement dialogue for its operational partners, covering: collection and transport procedures, sector regulations, use of the digital platform, and workplace safety. A periodic audit system verifies compliance with the commitments made and guides contract renewals.



Communication

Stakeholders

EcoTyre is present at the main events in the environmental sector and the tyre industry. Participation in conferences and institutional working groups allows the Consortium to contribute to the evolution of the regulatory framework and to represent the needs of industry operators.

Key reference events include Autopromotec — the leading international trade fair for the automotive aftermarket — and Ecomondo, the annual meeting point for the Circular Economy and sustainable resource management.

Digital Presence

The website www.ecotyre.it is the main communication channel with members, tyre shops, partners and the general public. The EcoTyre Live platform, available on the homepage, makes all collection data accessible in real time.

Both members and Collection Points have access to a dedicated operational portal for their respective categories, allowing them to manage administrative procedures remotely and in real time. Collection Points can:

- submit a collection request and track their position on the waiting list
- view the history of managed orders and related data

Members can:

- submit the monthly placed-on-market declaration
- view the placed-on-market history
- download the annual reporting
- download the certificate of correct ELT management
- request assistance from EcoTyre

EcoTyre is also active on the main social media platforms with the objective of promptly communicating results and engaging directly with its stakeholders.



The transparency portal on our website's homepage

ECOTYRE LIVE
Scan the QR code
to access our real-time
collection data



Members

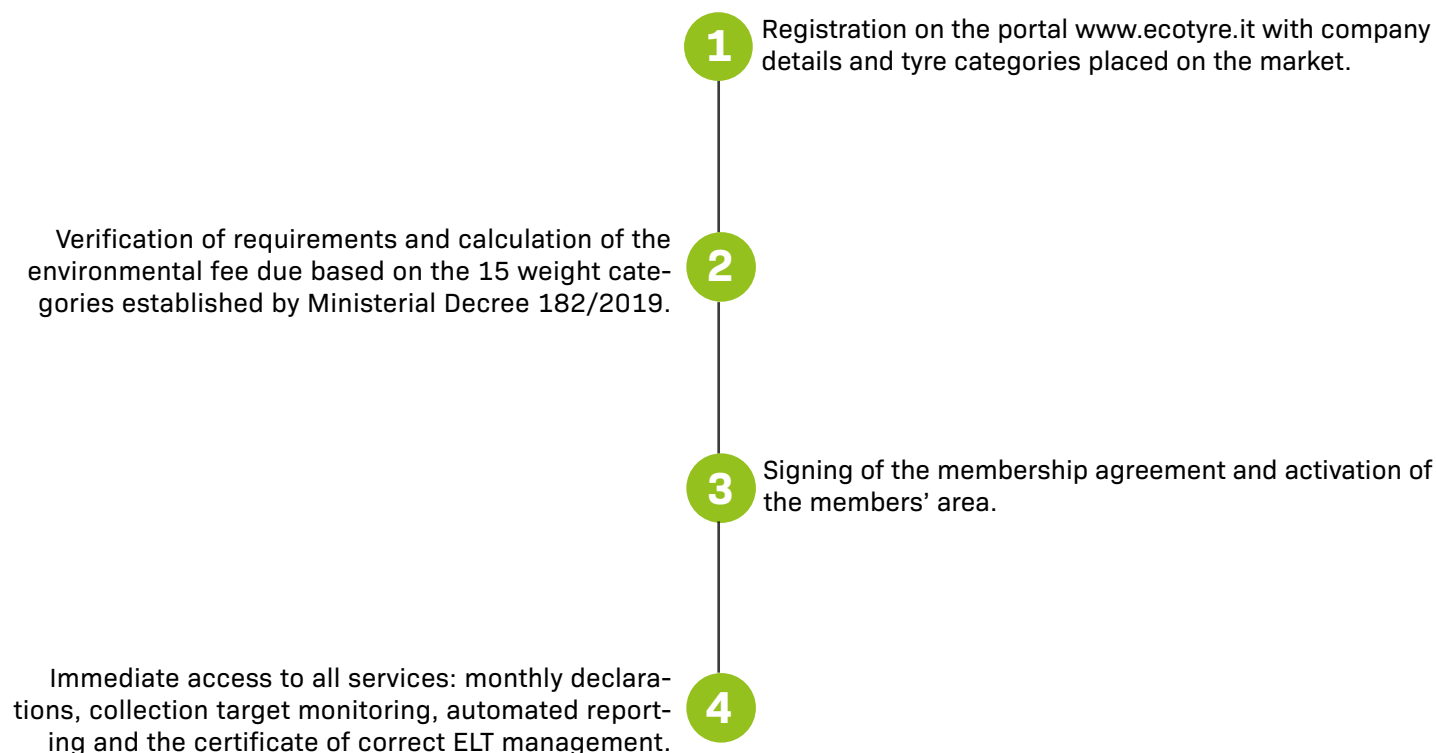
Since its founding, EcoTyre has consistently been the leading Consortium in Italy by number of members. This primacy is the result of a continuous commitment to ensuring simplicity and transparency in management, reliability in regulatory compliance, punctuality in administrative deadlines, and leadership in the Circular Economy.

The ability to adapt to the specific needs of each member company — from small local operators to multinational players — is a distinctive value that encourages the annual renewal of the partnership with EcoTyre.



How to Become a Member

Producers and importers of tyres operating on the Italian market — including foreign entities selling through web channels — are required to join a recognised Consortium to fulfil their EPR obligations. The EcoTyre procedure is straightforward and, after an initial contact with a sales representative, is managed entirely digitally.



The members' portal allows the entire consortium relationship to be managed autonomously, with automatic notifications before each deadline and automatic generation of compliance documentation.

The Collection Network

EcoTyre guarantees the collection of ELTs in every corner of Italy. The network of collection points — registered tyre shops, garages and vehicle scrappers — reached 17,514 units as at 31/12/2025. A result built over time, starting from 3,353 points in 2011, with a recent rationalisation that has favoured quality and operator training over sheer quantity.

Regional Distribution of Collection Points



COLLECTION MANAGEMENT

Over the years, EcoTyre has refined an ELT collection management process based on efficiency, cost-effectiveness and sustainability. The information system enables continuous traceability of order status, in the interests of tyre dealers and in compliance with current regulations.

OBJECTIVES

TIMELINESS

PUNCTUALITY

TRACEABILITY

COMPLIANCE

SUSTAINABILITY



INTAKE

The registered tyre dealer submits a collection request through the channels made available by EcoTyre. The request is assigned a unique order number that will accompany it until completion. The tyre dealer immediately knows how many other requests are ahead of theirs within the relevant collection area.

TRACKING

From the outset, the tyre dealer can see how many collections are already in the queue before theirs within the relevant collection area. The waiting list is updated in real time, allowing an estimate of actual collection times. EcoTyre does not allow new requests to be submitted while one is pending, so as not to distort the list and to respect the correct order of service.



ASSIGNMENT

The individual collection is assigned to the most efficient logistics partner in terms of distance and operational capacity, so as to reduce kilometres travelled and optimise loads.

COLLECTION

A few days before the collection, the logistics partner calls the tyre dealer to agree on the exact day and time. All documentation is pre-filled to streamline the operation; ELTs are weighed for correct service accounting.



REPORTING

All data and documentation are transferred to EcoTyre for internal archiving and reporting to the Ministerial systems. EcoTyre also carries out quality checks to optimise the collection network according to specific operational requirements.

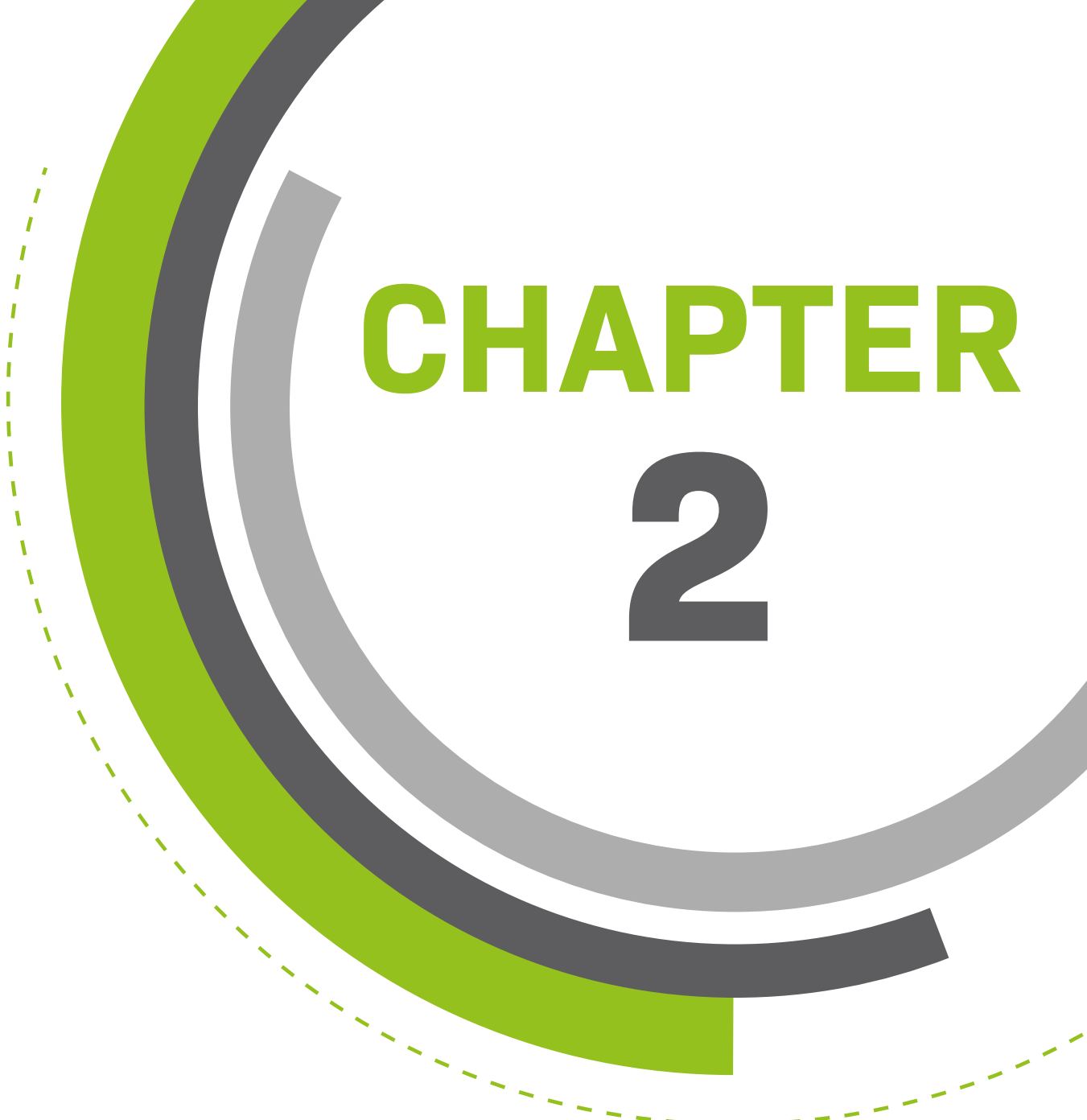
The Environmental Fee

The environmental fee is the economic lever that makes the entire EPR system sustainable. EcoTyre applies a differentiated fee structured across 15 tyre categories, calculated based on the weight of tyres placed on the market. The amount is communicated annually to the Ministry of the Environment and Energy Security and is used exclusively to finance the national territory collection service, on a not-for-profit basis.

Over the past fourteen years, thanks to logistics optimisation and the digitalisation of processes, EcoTyre has been able to consistently reduce the environmental fee, despite the increase in volumes managed and operating costs, without compromising coverage of peripheral areas.

L'infografica che segue sintetizza gli importi del contributo per le principali categorie di pneumatici.





CHAPTER 2

ACHIEVING THE LEGAL TARGET

2025 DATA

2025 Collection Figures

2025 closes with the all-time collection record in EcoTyre's history: 53,009,400 kilograms of End-of-Life Tyres collected and sent for correct recovery, distributed across 17,786 collection missions throughout the national territory. The legal target was exceeded by 8%, equivalent to approximately 1,250 additional collections across the country.

53,009,400

kg ELTs collected in 2025

636,333,075

Cumulative kg collected
since 2011

2,980 kg

Average kg per collection

+3,723 Ton

Legal target exceeded

17,786

Collection missions in 2025



Achieving the Legal Target

The 2025 National Collection Plan set an overall target of 47,361 tonnes. During the year, 51,085 tonnes were managed, exceeding the target by 3,723 tonnes.

The regulations impose an annual target on each obligated party, calibrated to the new tyres placed on the market by the producers and importers composing the Consortium. The quantity is calculated by weight and accounts for a slight difference in weight (5%) between new tyres and ELTs due to tread wear.

The latest regulatory updates have provided for a subdivision into macro-areas in order to guarantee a homogeneous service throughout the national territory.

Macroarea	National Collection Plan (t)	Result (t)	% performance
Piedmont – Valle d'Aosta – Liguria	5,010	5,038	100.6%
Lombardy	7,150	8,028	112.3%
Trentino-AA – Friuli VG – Veneto	5,750	6,161	107.1%
Emilia-Romagna	3,860	4,707	121.9%
Tuscany – Marche – Umbria	5,210	5,351	102.7%
Latium – Abruzzo – Molise	6,171	6,474	104.9%
Campania	4,260	4,331	101.7%
Apulia – Basilicata – Calabria	4,740	5,243	110.6%
Sicily – Sardinia	5,210	5,285	101.4%

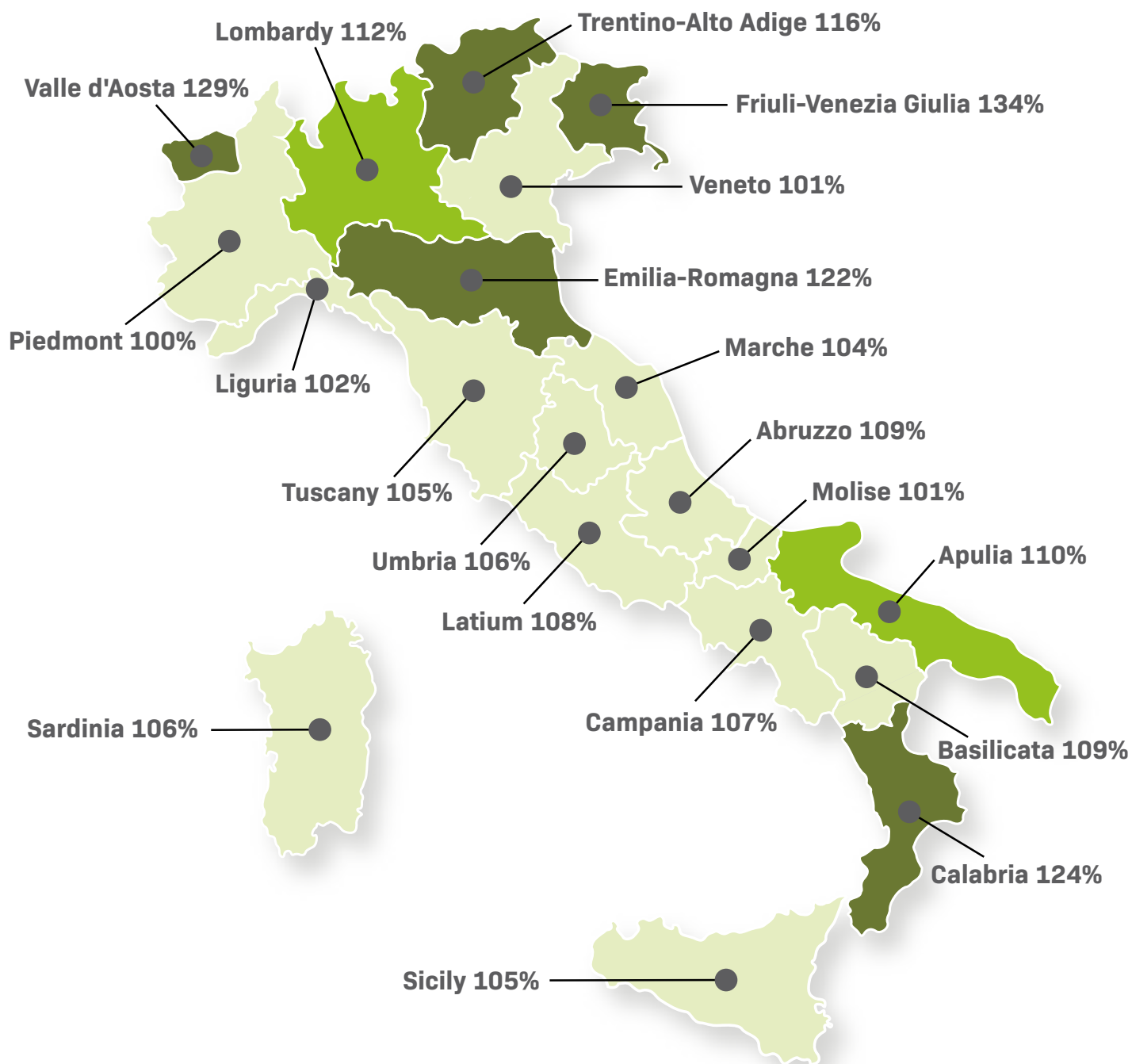
EcoTyre Results 2025

51.085 Ton
Total Management
(DM182/09 All. 4)

108%
% Achievement

Performance by Region

The following data shows how the target was exceeded across the entire national territory: every region achieved and surpassed its own target, with the strongest performances in the North-East and the South.

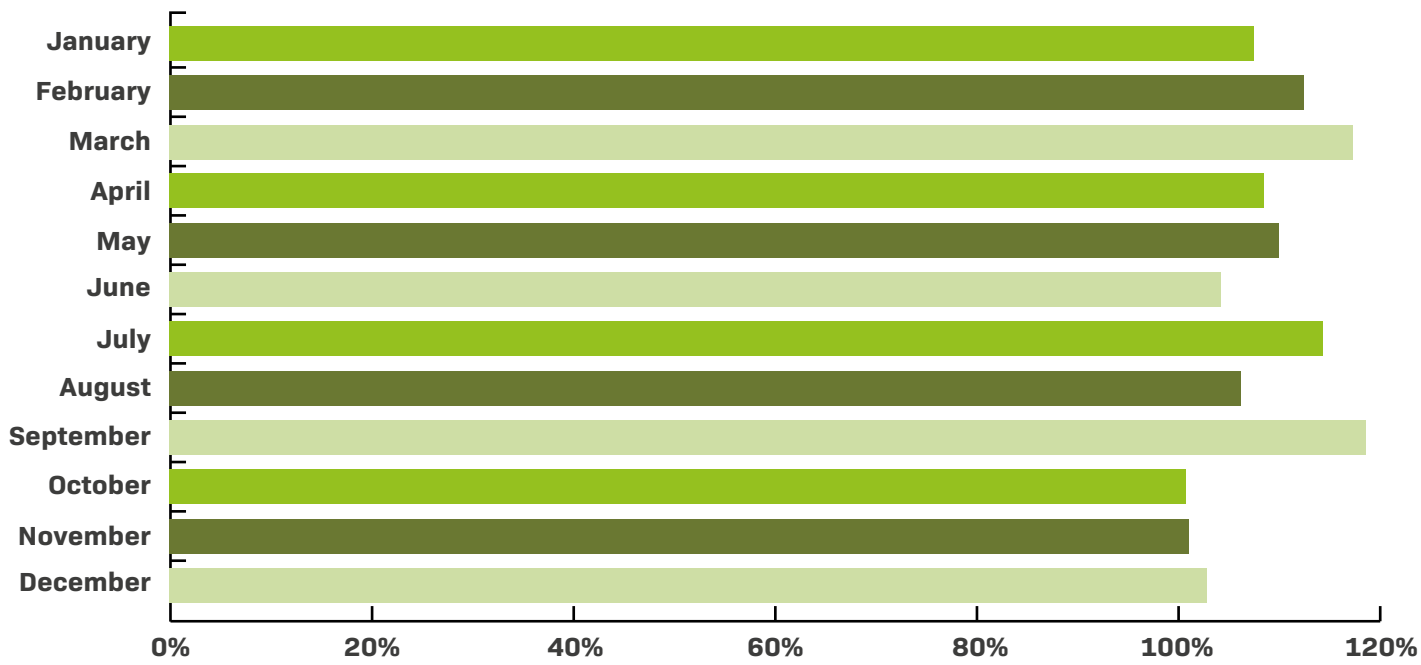


The combined reading of EcoTyre's collection results across different months and Italian regions demonstrates that the Consortium has a dynamic planning and collection management capacity that consistently exceeds the legal target. At a territorial level, not only are the minimum requirements for macro-areas met, but a greater commitment is guaranteed in logistically more complex areas, such as mountainous or island regions.

In terms of scheduling, activities are planned to address the seasonal peaks coinciding with the summer/winter tyre changeover (in spring and autumn months), but collections do not diminish in other months, thereby offering tyre shops a consistent service throughout the year.

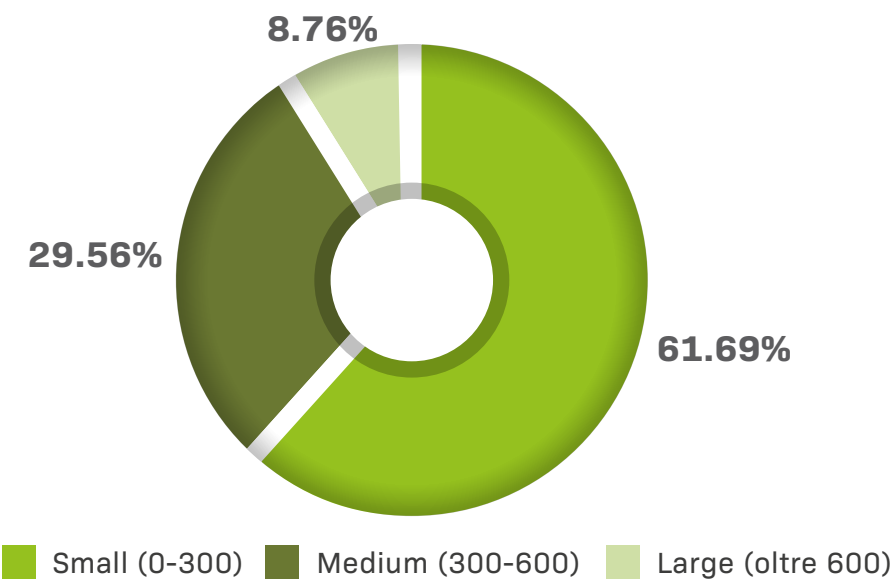
Monthly Performance

EcoTyre exceeded the monthly collection target in all twelve months of 2025. The month with the highest performance was September (+18.8%), followed by March (+17.5%) and February (+12.7%). Even the traditionally most demanding months — October and November — closed with a surplus against the Plan.



EcoTyre’s philosophy is to leave no operator behind, however small. In 2025, 61.7% of collections involved small tyre shops with no more than 300 tyres per collection. Serving this segment requires flexible logistics and a personalised approach, often with smaller vehicles and routes optimised for rural and mountain roads.

Collection by shop size



The tyre shop can request collection through the channels made available by EcoTyre — web portal, freephone number, email — and immediately receives a unique order number. The system shows in real time their position on the waiting list in the relevant collection area, allowing an estimate of actual collection times. A few days before the appointment, the Logistics Partner contacts the tyre shop to agree on the exact day and time. At the time of collection, the ELTs are weighed and all documentation is pre-filled to streamline the operation.

Collection Channels

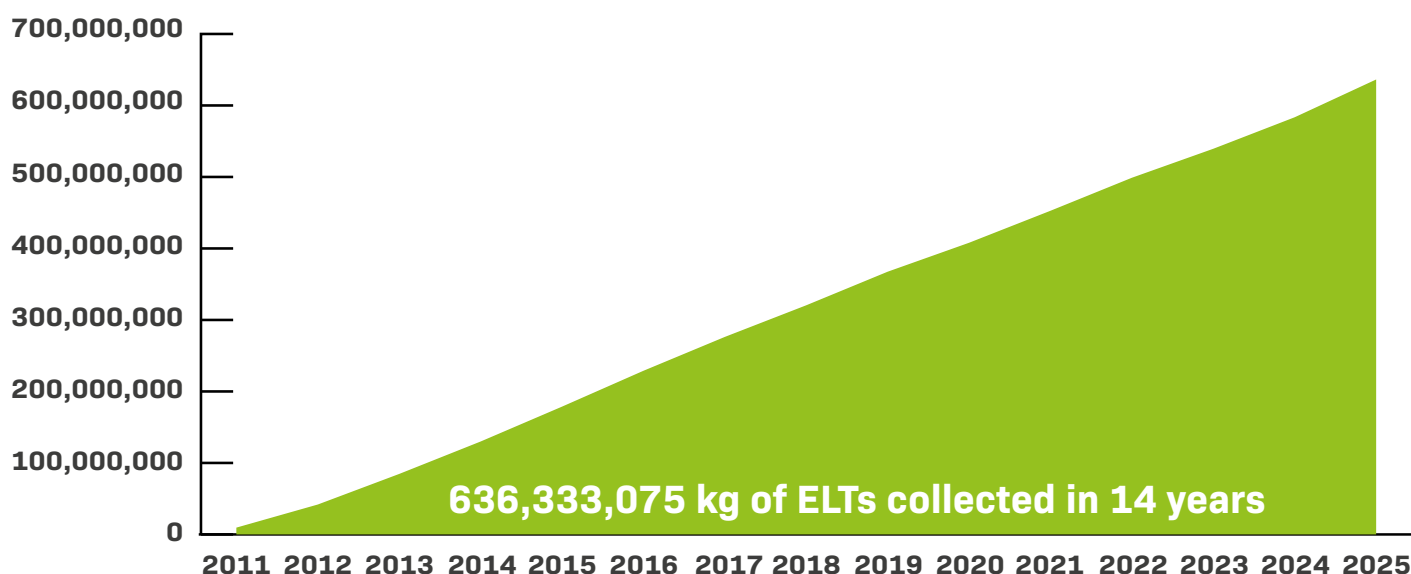
In 2025, the total volume of 53,009,400 kg came from three distinct channels, each with specific logistical and regulatory characteristics.

Channel	Weight Collected (kg)	No. of Collections
Replacement network (tyre shops and garages)	50,618,670	17,286
ACI Network (vehicle scrappers)	2,193,920	462
ELT Zero (extraordinary interventions)	196,810	38
TOTAL	53,009,400	17,786

The replacement network — tyre shops and garages — represents the main channel, with over 95% of the total weight. The ACI channel, dedicated to scrappers registered with the National Vehicle Registry, produced 2,193,920 kg in 462 interventions across 16 regions, ensuring that tyres from end-of-life vehicle scrapping also follow a correct recovery path. Added to this are approximately 200,000 kg managed through the 38 extraordinary interventions linked to the ELT Zero project.

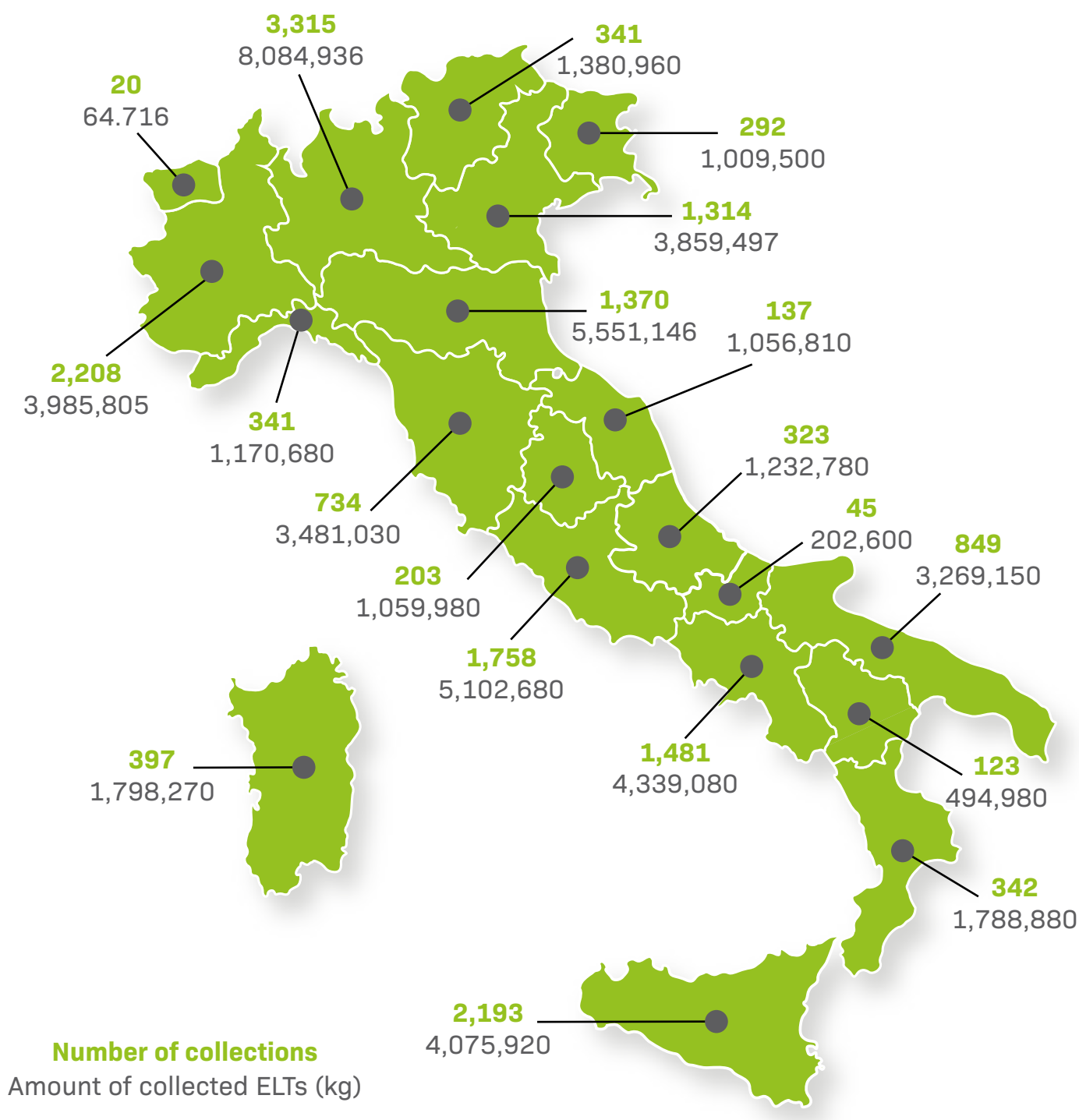
Cumulative Collection 2011–2025

Over fourteen years of activity, EcoTyre has sent 636,333,075 kg of ELTs for correct recovery, equivalent to approximately 85 million units. If lined up side by side, these tyres would go around the Earth at the equator twice. A figure that gives a concrete measure of the environmental benefit of the system.



Overall Collection by Italian Region

EcoTyre operated in all Italian regions in 2025, guaranteeing complete territorial coverage as required by Ministerial Decree 182/2019. Although legal targets are binding at multi-regional macro-area level, EcoTyre tracks and reports the waste collected with greater granularity, i.e. at the level of regions, municipalities and individual collection points.



Collaboration with the ACI ELT Committee

EcoTyre operates as a strategic partner of the ELT Committee established at the Automobile Club of Italy (ACI), carrying out dedicated collection activities at scrappers registered with the National Vehicle Registry. Ministerial Decree 182/2019 established a separate supply chain for tyres placed on the market as original equipment on new vehicles: these ELTs follow a specific path, from end-of-life vehicle scrapping through to recovery.

In 2025, EcoTyre carried out 462 collection interventions at scrappers in 16 Italian regions, collecting a total of 2,193,920 kg of ELTs. The financing system for this branch of collection is also separate from that of the replacement sector. The environmental fee is paid to the ACI ELT Committee at the time of registration of a new vehicle and covers all tyres fitted at the time of first road use.

Region	Weight (kg)	Orders
Abruzzo	2,750	1
Basilicata	4,400	1
Calabria	53,010	12
Campania	1,000	1
Emilia-Romagna	844,390	172
Friuli-Venezia Giulia	6,160	3
Latium	41,380	8
Liguria	48,570	15
Lombardy	51,880	12
Marche	61,050	10
Piedmont	134,400	17
Apulia	166,580	38
Sardinia	515,710	91
Tuscany	179,510	51
Trentino-Alto Adige	44,470	15
Veneto	38,660	15
TOTAL	2,193,920	462

ELT Zero: Voluntary Commitment to the Environment

ELT Zero is the voluntary project through which EcoTyre, for thirteen years, has pursued the objective of eliminating the presence of illegally abandoned end-of-life tyres in the environment. The project goes beyond legal obligations: it is a choice of environmental responsibility and territorial stewardship.

ELT Zero is structured around two complementary approaches. The first is operational: identifying and removing illegal tyre dumps, in collaboration with local authorities, environmental associations and law enforcement agencies. The second is educational: awareness campaigns aimed at citizens regarding the correct disposal of tyres and the environmental and economic consequences of illegal abandonment.

The project is carried out under the patronage of the Ministry of the Environment and Energy Security, which for 13 years has recognised its value as a complementary tool to the mandatory EPR system.

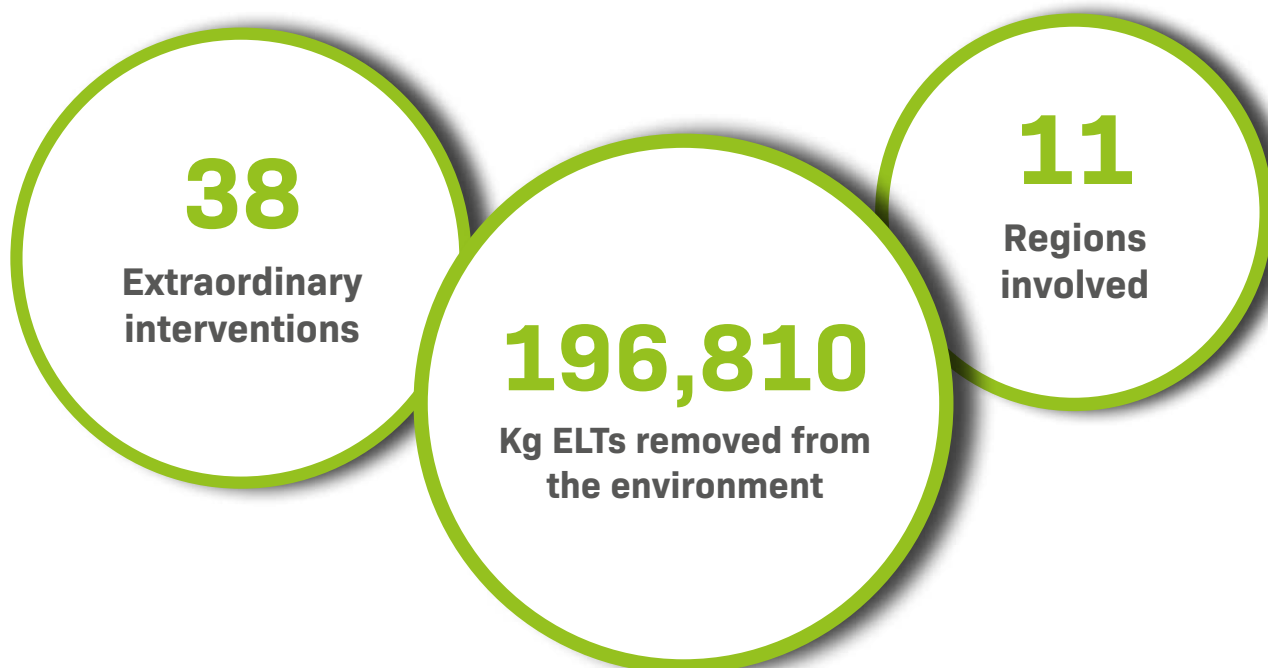
Strategic Partnerships

Legambiente — For over eleven years, EcoTyre has actively participated in the national ‘Puliamo il Mondo’ (Clean Up the World) campaign, organising extraordinary collection interventions mainly in Calabria and Sicily. The collaboration includes community engagement moments and educational activities in schools.

Marevivo — The partnership with Marevivo focuses on protecting Italy’s coastlines: underwater interventions to remove ELTs from the seabed, agreements with minor islands to ensure regular collection of end-of-life tyres, and protection of coastal ecosystems and marine biodiversity.

Fare Verde — In recent years, EcoTyre has carried out specific collection interventions, integrating operations with educational moments aimed at young people to convey the importance of correct waste management practices and the potential of recycling.

2025 Results



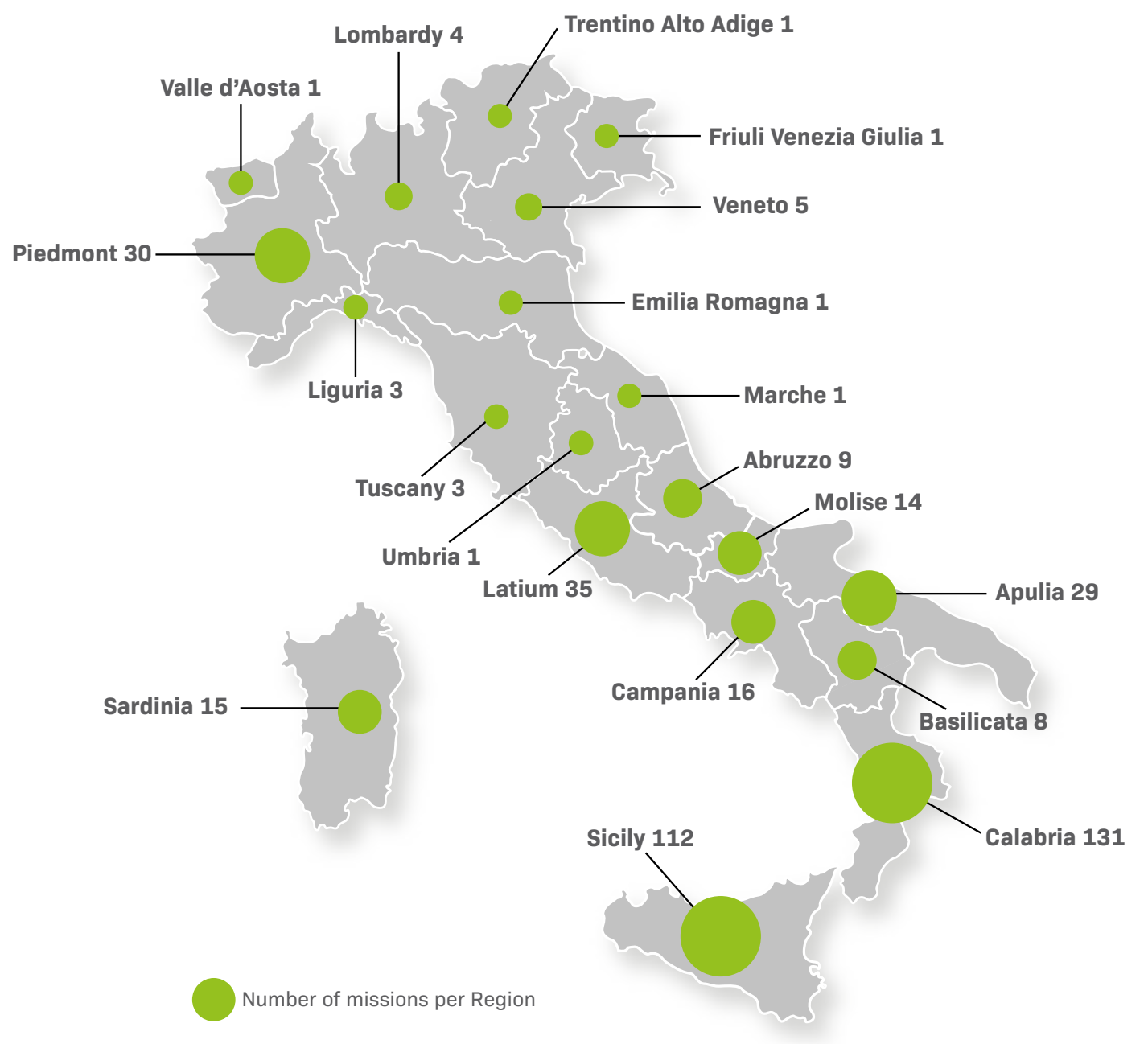
In 2025, EcoTyre carried out 38 extraordinary interventions under the ELT Zero project, removing 196,810 kg of abandoned tyres from sites distributed across 11 Italian regions. The number of interventions is lower compared to 2024 (77 operations), but the project concentrated its action on sites of greater environmental impact, with a higher average weight per intervention.

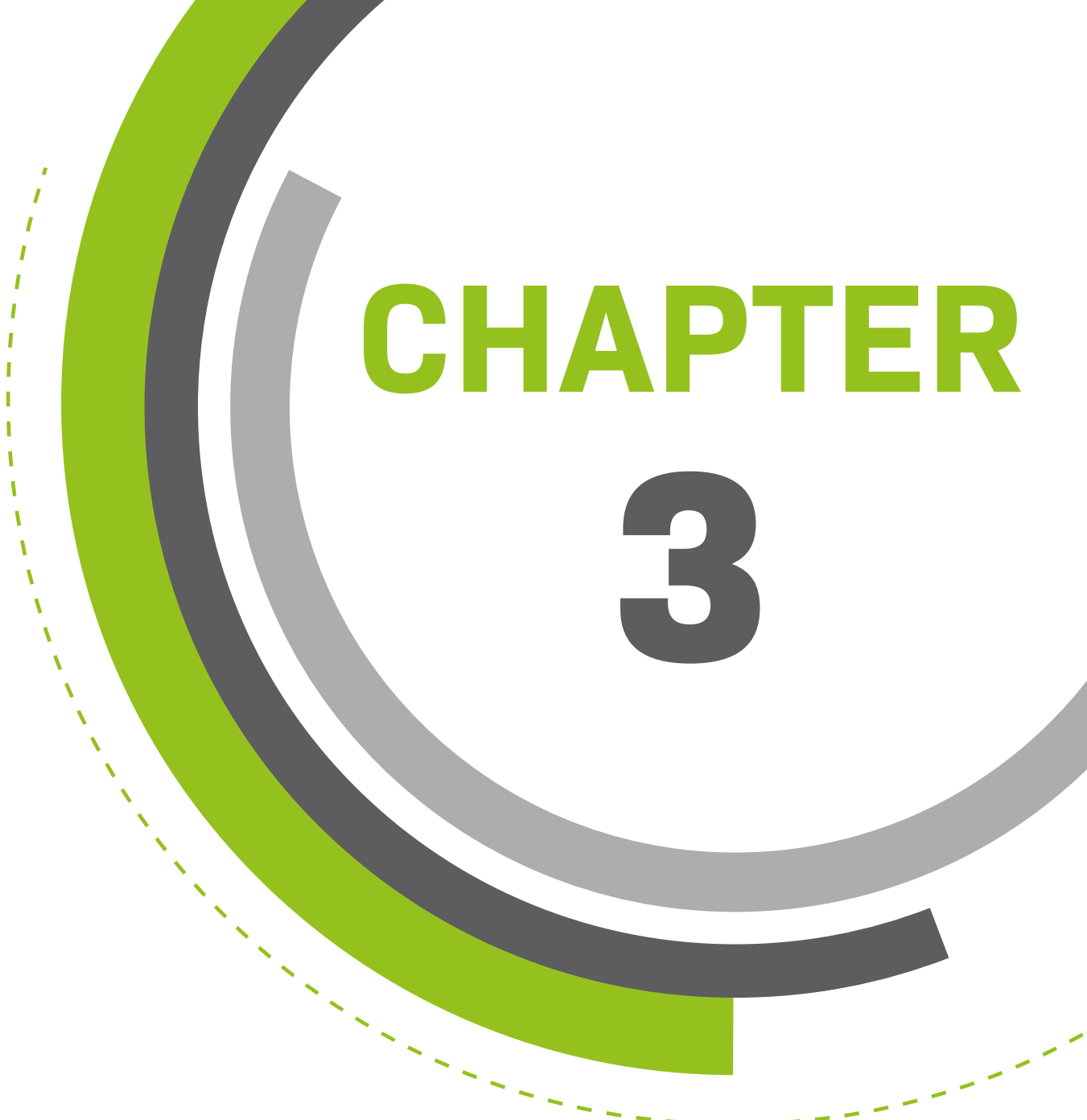
The regions with the highest number of interventions are Sicily (14), Calabria (9) and Puglia (6), confirming a geographic concentration in Southern Italy where the phenomenon of illegal waste dumping is historically more widespread.

Cumulative Data since Project Launch

Since 2012, the year of the first ELT Zero intervention, through to the end of 2025, EcoTyre has carried out approximately 420 extraordinary operations throughout the national territory, removing a total of over 5,500 tonnes of abandoned ELTs. Every intervention has restored degraded areas, improving public safety and environmental health.

The sites remediated range from illegal dumps in urban areas — often concentrated in peripheral districts of major cities — to illegal landfills in rural areas, from seabeds to small islands, through to mountain paths barely accessible through ordinary collection systems.





CHAPTER

3

INNOVATION FOR THE ENVIRONMENT

RESEARCH &

DEVELOPMENT

The Value of Research

It has long been clear that used tyres can represent an economic resource. Less obvious, however, is translating this axiom into a concrete and stable Circular Economy, capable of providing long-term prospects for companies that must then compete in a sector that is complex from both a regulatory and economic standpoint, with stringent constraints, price fluctuations and continuously evolving technologies.

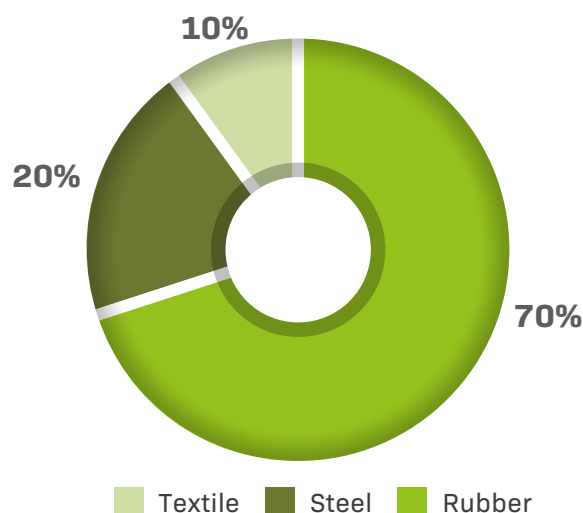
EcoTyre recognised from the outset that Research & Development represents a fundamental lever for translating material recovery into profitability and competitiveness. This is even more true in the ELT sector, where the wide availability of waste conflicts with a limited outlet market for secondary raw materials.

Furthermore, unlike other types of waste, the main material composing an ELT — vulcanised rubber — cannot be directly used in the production of new tyres, as is the case, for example, with glass from which new bottles are made, or with aluminium that can be returned to us as cans through simple smelting.

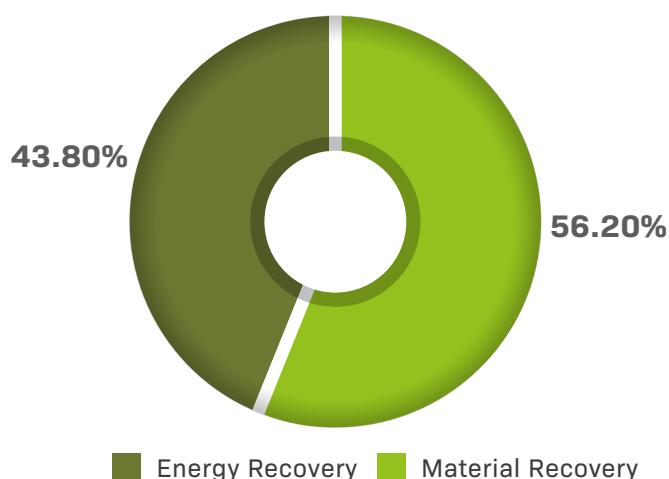
This is why EcoTyre has invested time, money and know-how to achieve the most ambitious of objectives: to foster the development, industrialisation and use of high value-added processes and products that would enable the rubber goods sector to use high-quality rubber derived directly from ELTs. A bet won thanks to the involvement of all stakeholders across the supply chain.

The Composition of a Tyre

A tyre is composed of approximately 70% rubber (natural and synthetic), 20% steel (excluding the rim) and 10% polymeric textile fibres. All three materials are fully recoverable: rubber as granulate for new products or as devulcanized raw material, steel as scrap for the steel industry, and fibres as insulators or components of new fibres.



Recovery Types



In the Circular Economy, material recovery is the priority: it enables the production of secondary raw materials, reducing the need to extract and process virgin raw materials. Energy recovery — the use of the calorific value of tyres as alternative fuel in industrial plants and cement kilns — is nonetheless preferable to landfill or abandonment, but represents a second-tier solution in the Circular Economy hierarchy.

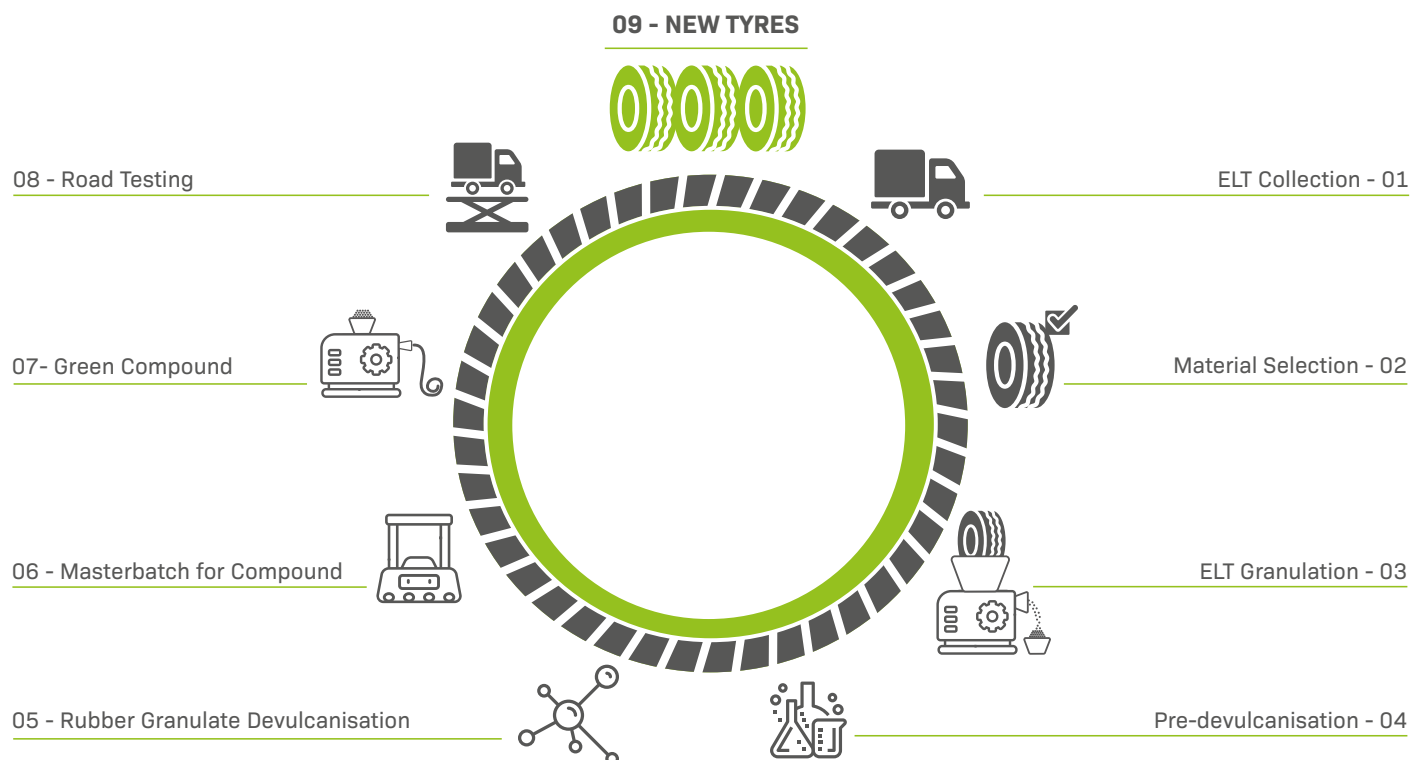
In 2025, 56.2% of the ELTs collected by EcoTyre were sent for material recovery, while the remaining 43.8% went to energy recovery. Compared to 2024 (52.2% vs 47.8%), a clear improvement is recorded, confirming the trend established over the years. EcoTyre's strategic objective is to continue increasing the share of material recovery, also through the expansion of devulcanized rubber applications.

Tyre-to-Tyre: Winning Research & Development

From an apparently simple idea — transforming end-of-life tyres into new tyres — one of the most significant innovations in the elastomers sector was born, i.e. in natural or synthetic polymers (rubbers) characterised by high elasticity. EcoTyre launched the 'Tyre-to-Tyre' project in 2016, investing in research and development and building a network of high-profile academic and industrial partners, both national and international.

The technical challenge was twofold. On one side, devulcanisation: ELTs contain vulcanised rubber, i.e. treated with sulphur to make it resistant and elastic. To re-use it as raw material in new tyres, it is necessary to devulcanise — to 'open' the sulphur networks without degrading the polymer chains — a delicate process that requires specific technologies and rigorous parameter control. On the other side, vulcanisation: the compound containing devulcanised rubber must be formulated to guarantee performance comparable to virgin rubber in terms of physical and mechanical properties.

After years of research, experimentation and road testing (1.5 million km driven with prototype tyres), in 2024 the solution was moved towards industrialisation: the green compound entered the market and the first EcoTyre trucks are now on the road with tyres containing up to 30% recycled rubber in the tread. In 2025, adoption has been progressively expanded, with dozens of new product categories that can now be produced using the green rubber derived from recycling.



TecnoGreen®: The Recycled Rubber of the Future

TecnoGreen® is the brand identifying the high-quality devulcanized rubber produced by companies external to EcoTyre within the 'Tyre-to-Tyre' project. It is not just any product: it is a secondary raw material with certified physico-mechanical characteristics, designed to replace virgin rubber in high value-added applications.

The key characteristics of TecnoGreen® compared to traditional recycled rubbers are: greater residual elasticity thanks to controlled devulcanisation, better compatibility with vulcanised compounds based on natural rubber and SBR, certification of mechanical properties (resilience, elongation at break, elastic modulus) and complete traceability of the source raw material.

The advantages over virgin rubber are evident in the environmental dimension (lower carbon footprint, waste reduction, energy savings in the production cycle) and are becoming increasingly relevant in the economic dimension too, with natural rubber prices subject to significant volatility linked to climatic and geopolitical factors in producing countries.

Thanks to the results achieved, it is now possible to use rubber derived from ELTs in other applicative supply chains:

- Modified bitumen (PMB): application replacing up to 40% of virgin fossil-origin polymers (SBR and SBS)
- Pipes: application in external and filling layers, up to 50% of virgin fossil-origin polymers (SBR)
- Sheets and membranes: application replacing up to 65% of virgin fossil-origin polymers (SBR)

Other applications are currently being developed, such as various profiles, conveyor belts, etc.



Industrial Applications of Rubber Granulate from ELTs:

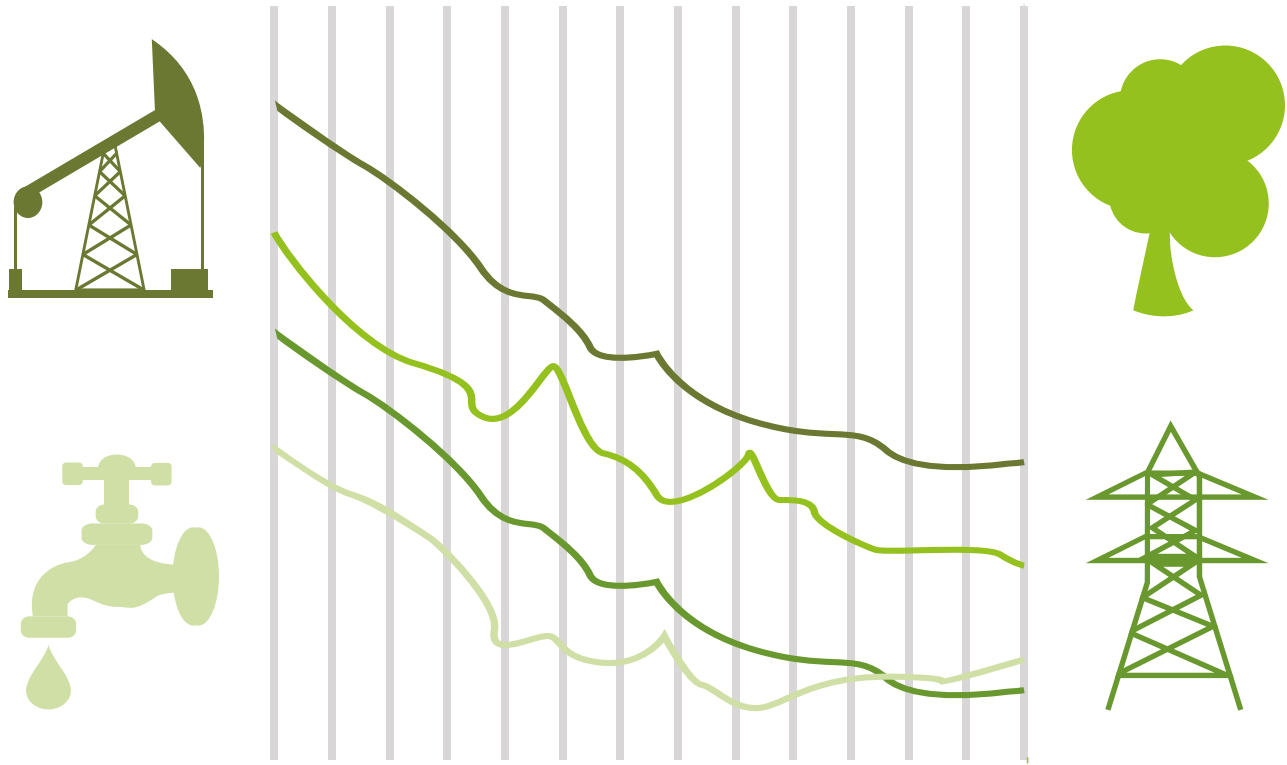
- Construction and infrastructure — impact-absorbing surfaces for playgrounds, sports field coverings, cycling paths, sound-absorbing underlays for railway tracks
- Automotive — work shoe soles, gaskets, flexible hoses, acoustic insulators for vehicle interiors
- Urban furniture — planters, fencing, recycled rubber furnishing elements
- Modified bitumen — more durable and flexible asphalt, with improved performance in terms of road safety and resistance to thermal fluctuations
- New tyres — thanks to the 'Tyre-to-Tyre' project, with compounds containing up to 30% devulcanized recycled rubber

CO₂ Savings

Recycling one tyre generates a net saving of approximately 2 kg of CO₂ equivalent compared to its energy recovery. Multiplied by the 30 million kg sent for material recovery in 2025 (56.2% of 53 million), this translates into approximately 8,000 tonnes of CO₂ saved in the year. From 2011 to 2025, the cumulative contribution exceeds 85,000 tonnes of avoided CO₂ eq.

Added to these benefits are the reduction in consumption of virgin raw materials — natural rubber, steel, synthetic polymers — and the decrease in waste destined for landfill or less sustainable disposal processes. The environmental impact of material recovery extends along the entire industrial supply chain that uses the recycled materials.

-87%



CARBON FOOTPRINT
REDUCTION

Logistics Optimisation: Knowledge Drives Improvement

Another R&D area in which EcoTyre has invested from the very beginning is digital systems in support of reverse logistics. EcoTyre's ability to guarantee timely collections throughout the national territory — including the most remote areas — is not solely the result of good planning, but of the continuous development and updating of data-driven monitoring and optimisation systems.

Continuous monitoring of collection trends, integrated with multi-year historical series analysis, enables the Consortium and its Logistics Partners to identify areas of potential criticality in advance and to intervene before they translate into delays or service disruptions. Seasonal tyre changeovers generate predictable demand peaks — typically concentrated in April–May and September–October — which are anticipated through a planned reinforcement of resources in the most critical areas. Similarly, analysis of the historical behaviour of individual collection points allows the frequency of collections to be calibrated so as to avoid both the accumulation of ELTs and unnecessary missions.

The result is a logistics network that improves its efficiency year on year: fewer kilometres travelled for the same number of collections, lower emissions, more contained operating costs — and therefore a more competitive environmental fee for members.

Outlook: Industry Trends

The true challenge of innovation lies in the ability not to rest on results achieved but to remain constantly alert to technological and economic changes in order to anticipate policy makers' strategic directions and intercept stakeholder expectations.

For several years now, the European waste management sector has been undergoing profound transformations, which EcoTyre actively monitors in order to define the guidelines for its future development.

End of Waste for recycled rubber: the definition of specific End of Waste criteria for ELT granulate at European level could significantly expand the market for recycled rubber, removing the regulatory barriers that currently limit certain industrial applications.



Advanced chemical recycling: technologies such as next-generation pyrolysis allow the extraction of rubber fractions with technical characteristics approaching virgin rubber, opening new high-value applications.

New European recovery targets: the EPR Regulation revision process envisages more ambitious material recovery targets, with deadlines between 2027 and 2030. EcoTyre is structurally ready for these objectives.





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