



- Over the period 2011 to 2026 as a whole, there is expected to have been a net addition of almost 60 million units of PCLT tire manufacturing capacity across Europe. Total capacity in the region declined following the onset of the financial crisis in 2008, but began to rise in 2011 and was on a generally upward trend until the onset of the Covid-pandemic in 2020.
- Western Europe will have seen a net reduction of almost 55 million units of capacity over the period; over 20 million units will have been added in Russia and the CIS, whilst the biggest gains will be in the Central European countries, with almost 90 million units added.
- The shift eastwards from Western Europe reflects substantial differences in operating costs between the two regions, specifically in terms of labour costs. Hourly labour costs in Central and Eastern Europe can typically be half to one quarter of those in the highest cost Western European countries. In particular, this significant differential has enabled the considerable concentration of lower priced non-premium tires to larger plants in Central and Eastern Europe.
- Over the period, the share of capacity in Western Europe will have fallen from 54% in 2011 to 37% in 2021, with capacity in Central Europe increasing from 32% to 46%. The share of capacity in Russia and the CIS will have risen from 13% to 17%.

Caption:

Description:

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credit:

camera:

caption:

created_timestamp: 0

copyright:

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orientation: 0
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