Overview
Despite the fact that the Ministry of Environment issued a press release correcting the results of a study asserting that tire wear particles significantly contribute to airborne particulate matter, the study continues to be quoted in media reports. As the government and the public in Korea pay increased attention to issues of particulate matter, their interest in the impact of tire wear particles on the occurrence of particulate matter is growing. In this regard, inaccurate information could damage our corporate image and result in tightened regulations on tire products.

Our response
Supported by eleven tire companies, the Tire Industry Project (TIP) has conducted scientific research from 2006 to collect and identify tire and road wear particles. The research confirms that particles are created through a combination of rubber from tires and road wear particles.

The ratio of tire wear to road wear particles is 6:4.
A new term, TRWP (tire and road wear particles) was coined.

Results
The TIP study confirmed that TRWP do not pose serious risks to humans or the environment. According to the study, TRWP account for less than 3% of PM10 and 1% of PM2.5. As tires are made from rubber, tire wear mainly creates coarse particles.

Future plan
Wear is a physical result of the basic function of tires. If friction is not properly created between tires and roads, the safety of drivers and passengers is impacted. In response, the TIP is continuing its R&D efforts to enhance tire durability by minimizing wear while keeping other functions intact. Identifying the potential impact of TRWP on health and the environment remains a top priority.