



COMMUNIQUÉ DE PRESSE

MOTORSPORT

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Michelin's work continues on the development of sustainable materials for its MotoE™ tyres

- Now containing even more natural rubber and regenerated carbon black, 46 percent of the materials that go into Michelin's 2022 rear MotoE™ tyre are sustainable, up from 40 percent last season
- This year, Michelin has increased the weighted average proportion of sustainable materials to 40 percent, based on the weights of the front and rear tyres
- A higher proportion of sustainable materials, with no detriment to either safety, performance or longevity

Sustainable materials for Michelin's 2022 MotoE™ tyres... Another step forward in the Group's Everything Sustainable plan

This time last year, Michelin announced that 33 and 40 percent of the materials used to make its front and rear FIM MotoE World Cup tyres respectively were sustainable. For 2022, the French firm's specialists have succeeded in increasing that proportion to 46 percent in the case of its rear tyre, resulting in a weighted average of 40 percent based on the weights of the front and rear covers. These figures sit perfectly with the Group's aim to average 40 percent for all the tyres it markets by 2030.

The improvement seen in MotoE was obtained chiefly by increasing the quantities of both natural rubber and regenerated carbon black, a material provided by Michelin's partner company Enviro which employs an innovative pyrolysis process to recycle of end-of-life tyres.

In addition, Michelin uses a wide selection of other biobased and recycled materials for the manufacture of its MotoE tyres, including:

- Orange and lemon peel,
- Pinetree resin,
- Sunflower oil,
- Scrap steel.



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The use of sustainable materials for tyres founded on strict principles

The use of sustainable materials for the design and manufacture of Michelin tyres is guided by a number of unwavering principles:

1. **No detriment to ongoing progress with regard to either quality or performance.** When increasing the proportion of sustainable materials used to make its tyres, Michelin does not downgrade any other quality factor, meaning that fundamentals such as safety, performance and longevity do not suffer. They may even be improved.
2. **A pledge that the incorporation of these new materials results in a global improvement of the tyre's environmental footprint** at every stage of its life cycle, from its design and manufacture, to its use and recycling.
3. **The real-world availability of these materials** is taken into account to ensure their widescale deployment across all the ranges marketed by Michelin.

Michelin's MotoE tyres are a perfect illustration of how the above principles are applied, since their performance and environmental impact throughout their lifecycle have been improved in parallel to the increased use of sustainable materials.

The principles defended by Michelin are key differentiating factors when it comes to its sustainable materials strategy, which itself contributes to a much broader vision that extends from preserving natural resources, combating climate change and protecting biodiversity to develop truly Everything Sustainable tyres.

Michelin's ambition is to improve the mobility of its customers over the long-term. As a leader in the mobility domain, Michelin designs, manufactures and distributes tyres best-suited to customers' needs and uses, as well as services and solutions to enhance vehicle efficiency. Michelin also offers its customers ways to enjoy unique experiences during their journeys and when travelling. In addition, Michelin develops high-tech materials for many sectors of activity. Based in Clermont-Ferrand, Michelin has offices in 170 countries, employs 123,600 people and operates 71 tyre factories which together produced around 170 million tyres in 2020 (www.michelin.com).

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