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Item 19.16 of the provisional agenda

**Progress on the development of new UN GTRs
and of amendments to established UN GTRs:****UN GTR No. 16 (Tyres)****Revised authorization to Develop Amendment No. 2 to UN
Global Technical Regulation No. 16 (Tyres)****Submitted by the Russian Federation***

The text reproduced below was prepared by the representative of the Russian Federation as a follow-up to the decision by the World Forum for Harmonization of Vehicle Regulations (WP.29), at its 175th session, to reallocate the tasks related to tyres from the former Working Party on Braking and Running Gear (GRRF) to the Working Party on Noise and Tyres (GRBP). It was adopted by the Executive Committee (AC.3) of the 1998 Agreement at its March 2019 session (ECE/TRANS/WP.29/1145, para. 172). It is based on ECE/TRANS/WP.29/2019/32. This addendum is transmitted to GRBP for guidance.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, Cluster 3.1), the World Forum will develop, harmonize and update UN regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Revised authorization to Develop the Amendment No. 2 to UN Global Technical Regulation No. 16 (Tyres)

A. Background

1. WP.29, at its 175th session in June 2018, adopted, in the implementation of ITC decision No. 19, the conversion of GRRF into the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) and the reallocation of certain tasks such as tyres and coupling devices to other existing Working Parties (GRs), as outlined in the first option of informal document WP.29-175-25 (ECE/TRANS/WP.29/1139, para. 33). The tasks related to tyres were reallocated from former GRRF to GRB.

2. As a consequence, the IWG Tyre GTR became a subgroup of GRB and started to report on its activities to GRB as from its sixty-eighth session in September 2018.

B. Status of development of Amendment No. 2 to UN GTR No. 16 by the sixty-eighth session of GRB (September 2018)

3. The subject of Amendment No. 2 was preliminary considered at the consequent fifteenth meeting of the reinstated IWG Tyre GTR in January 2017.

4. The case-by-case consideration of the relevant proposed amendments to UN GTR No. 16 text started at the sixteenth IWG Tyre GTR meeting held in Moscow in June 2017. During discussions on the proposed amendments regarding to harmonization of: physical dimensions, the tyre industry identified incompatibilities in some cases regarding the UN Regulations and United States of America Federal Motor Vehicle Safety Standards (FMVSS), which have to be addressed in the harmonized GTR text. Moreover, the assessment of FMVSS 139 High Speed test versus UN Regulation No. 54 Load/Speed test made by the tyre industry indicated uncertainty in terms of severity of test methods for tyres with 'R' and 'S' speed symbols. Therefore, the IWG Tyre GTR decided on extending its the mandate for two years (till the end of 2020) in order to give the tyre industry a possibility of confirming the initial results of the High Speed harmonised test method. GRRF, at its eighty-fourth session in September 2017, supported this request, which was further a subject of consent by AC.3 at its fiftieth session in November 2017.

5. At its next, seventeenth meeting held in November 2017 in Brussels, the IWG Tyre GTR made significant progress towards resolving incompatibilities in the UN Regulations and U.S. FMVSS standards. Industry introduced the High-Speed test program proposal in order to clarify the test method for the tyres with 'R' and 'S' speed symbols.

6. At the following, eighteenth meeting held in Ottawa in June 2018, the IWG Tyre GTR endorsed addition of new harmonized provisions for physical dimensions of LT/C tyres in the new Section 3.20 (old Sections 3.20 & 3.21 to be deleted).

7. At the same meeting, the tyre industry presented to the IWG the technical assessment and proposal for a harmonised high speed test, which was introduced in the new Section 3.16 (old Sections 3.16 & 3.19 to be deleted). The proposed text was endorsed by the IWG Tyre GTR at its 19th meeting held in Geneva in September 2018 prior to the sixty-eighth session of GRB.

8. At the same meeting, the IWG Tyre GTR agreed with the industry opinion that due to the high complexity in harmonizing the endurance test for the LT/C tyres, the proposal would be to keep the tests non-harmonized for the time being.

9. The IWG Tyre GTR mandated the expert from the Russian Federation to introduce the concept for global tyre marking at the eighty-sixth GRRF session in February 2018. At that GRRF session the Chair of the IWG Tyre GTR introduced a memorandum on a "global marking for tyres". He invited the Contracting Parties to the 1998 Agreement to review this memorandum and assess, whether the approach for tyre global marking in UN GTR No. 16 could be supported and whether it would be feasible to recognize a global tyre marking as an alternative to the existing national/regional tyre marking.

10. In parallel, the IWG Tyre GTR at its sixteenth meeting started identifying divergences between the current version of UN GTR No. 16 and China tyre regulations with the significant help of the Chinese experts. IWG Tyre GTR agreed that the relevant text containing alternative level of requirements as proposed by China may be included in UN GTR No. 16 as per Article 4.2 of the 1998 Agreement. GRRF at its eighty-fourth session welcomed both the engagement of China in the work on UN GTR No. 16 and the remarkable amount of work done to consider the Chinese national regulations.

11. The nineteenth meeting the IWG Tyre GTR acknowledged the completion of research on the subject of Amendment No. 2 to UN GTR No. 16 and addressed the preparation of the final text of the draft Amendment No. 2, the Statement on Technical Rationale and Justification and the Technical Report. This activity was continued at the twentieth IWG Tyre GTR meeting.

C. Organization of process and timeline

12. From September 2018 the IWG Tyre GTR shall report about its activities to the Working Party on Noise and Tyres (GRBP)¹. The IWG meetings primarily shall be organized in conjunction with the GRBP regular sessions.

13. The proposed action plan:

- (a) January 2019: Submitting to GRBP the consolidated informal documents (the draft Amendment No. 2 to UN GTR No. 16, the Statement on Technical Rationale and Justification and the Technical Report). Consideration of remaining issues (if any) at the sixty-ninth GRB session;
- (b) September 2019: Submitting to the GRBP for endorsement the working documents (the draft Amendment No. 2 to UN GTR No. 16, the Statement on Technical Rationale and Justification and the Technical Report);
- (c) March 2020: Adoption of the proposal by AC.3, if no remaining issues had existed;
- (d) November 2020: Adoption of the proposal by AC.3, if all remaining issues had been solved.

14. The progress of works will be reported to AC.3 at its sessions in 2019 and 2020.

¹ Former GRB, see para. 48 of ECE/TRANS/WP.29/1142.