

Memorandum explaining introduction of global marks for tyres in UN GTR No. 16

Note: This document was prepared following the decision of the Informal Working Group for development of UN GTR No. 16 (IWG TYREGTR) at its 17th session. This document is designed to introduce a concept of “Global Tyre” and relevant marking to open a dialogue among the Contracting Parties to the 1998 Agreement to assess the feasibility of the proposed approach.

I. Background

1. In the very beginning of development of UN GTR on tyres the provisions for so called “tyre global marking” were included in the draft document, but the approach was not realized at that time because of taking care of harmonization of issues of higher priority and no legal provisions in the 1998 Agreement related to mutual recognition of product compliance assessment results between the Contracting Parties to that Agreement.

2. The results of consideration are reflected in paragraph 27 of the Part I of the UN GTR No. 16:

“27. Consideration was given to harmonize the approval markings (both type approval and self-certification markings) and discussions on this issue were elevated to WP.29 and AC.3 meetings. It was concluded as not possible currently to adopt a harmonized approval marking since the compliance assessment procedures are not yet harmonized worldwide. So this gtr contains no administrative provisions on approval markings. In the absence of a harmonized marking, the Contracting Parties retain the option to assign markings to tyres, especially markings for a "global tyre", and these can be introduced within their national / regional compliance assessment systems.”

3. One of the purposes of the 1998 Agreement is “to reduce technical barriers to international trade through harmonizing existing technical regulations of Contracting Parties, and UN/ECE Regulations...” (Article 1, paragraph 1.1.6.). “A Contracting Party that votes in favour of establishing a global technical regulation under Article 6 of this Agreement shall be obligated to submit the technical Regulation to the process used by that Contracting Party to adopt such a technical Regulation into its own laws or regulations and shall seek to make a final decision expeditiously.” (Article 7, paragraph 7.1.). According to those provisions of the 1998 Agreement, if global marking were introduced in UN GTR, it has to be transposed by the Contracting Parties to their national legislation.

4. The approach for introduction of tyre global marks was foreseen in paragraph 28 of the Part I of the UN GTR No. 16:

“28. It is anticipated that the Contracting Parties will incorporate the provisions of the gtr into regulations within their legal framework. This may include applying suitable tyre marking and so help provide for market recognition between the

Contracting Parties of tyres complying with the provisions of this gtr. Such an approach might encourage wider recognition of harmonized markings and thus further the move towards a single global marking where tyres meet the full requirements established by this gtr.”

II. What is a “global tyre” and a tyre global mark?

5. It is understood that a “global tyre” is defined in the tyre GTR context as a tyre that meets all the applicable requirements of the highest level of stringency (in the case of options) stipulated by the UN GTR No. 16. In the case of alternative requirements like endurance test for LT/C tyres, a tyre shall meet all of them.

6. A “global tyre” may bear a specific “global mark”. In the context of UN GTR No. 16 a “global mark” just indicates compliance with the requirements regardless to the means of compliance assessment, which are still subject of national/regional legislation. Whether to apply the “global mark” should be the choice and the responsibility of the tyre manufacturer.

7. If a “global mark” were introduced in UN GTR No.16, it would mean that the subject tyre meets all the provisions of UN GTR No. 16 and, in case of options, the most severe of those.

III. Assessment of feasibility and anticipated benefits

8. Since the requirements of UN GTR No. 16 are basically harmonized among the most advanced provisions of UN Regulations Nos. 30, 54 and 117 and US FMVSS 139, it can be assumed that a “global tyre” (i) would meet the requirements of the countries and regions applying the mentioned UN Regulations and FMVSS or requirements similar to those and (ii) would be also acceptable in all markets in the rest of the world, where the requirements of lower stringency are applied.

9. The potential candidates for “global tyres” are tyres bearing the both markings “E” and “DOT” of compliance with the provisions of the said UN Regulations and FMVSS respectively. Tyre industry analysed the stock keeping units (SKUs) and concluded that [50%] of the products currently offered contain both a DOT and an E mark. That makes reasonable the development of an approach for unified compliance assessment marking.

10. The following cost reductions and other benefits should be assessed:

- a) For tyre industry: potential reduction of costs for qualification of product meeting harmonized state-of-the-art requirements, introduction on the worldwide market tyres assuring contemporary top-level of safety, demonstrating a compromise in reaching different performance characteristics and improvement of credibility to the products bearing such marking;
- b) For governments: ensuring access to national/regional markets bearing the “global” marking and facilitating upgrade of national/regional technical requirements to the level corresponding that stipulated in GTR No. 16;
- c) For consumers: ensuring contemporary top-level of safety requirements and performances for tyres bearing “global marking”.

IV. Possible implementation

11. According to the 1998 Agreement (Article 7, paragraph 7.1.), a Contracting Party that votes in favour of establishing a global technical regulation shall be obligated to submit that technical regulation to the process used by that Contracting Party to adopt such a technical regulation into its own laws or regulations and shall seek to make a final decision expeditiously. The aforesaid means that Contracting Parties voted for establishment of GTR No. 16 in Global Registry shall transpose its provisions, including those concerning “global marking” in their national/regional legislation.

12. According to the practice, for the Contracting Parties to the 1958 Agreement, the provisions of GTRs are usually transposed into UN Regulations, which ensures the uniform application of their provisions by the Contracting Parties. Consequently, if “global marking” were transposed in a UN Regulation, it shall be mutually recognized by the Contracting Parties to the 1958 Agreement. That would mean a tyre bearing such marking is in compliance with national/regional laws of the Contracting Parties.

13. The large number of the countries – Contracting Parties to the 1998 Agreement are also Contracting Parties to the 1958 Agreement. So, they could implement the proposed “global marking” by application of a relevant UN Regulation.

14. The countries – Contracting Parties to the 1998 Agreement and not Contracting Parties to the 1958 Agreement could implement the tyre “global marking” by introduction of the relevant provisions in their national legislation.

The list of such countries (reference: Status document of the 1998 Agreement (ECE/TRANS/WP.29/1073/Rev.18): Canada, China, India, Moldova, San-Marino, Tajikistan and the United States.

15. Such implementation of the tyre ‘global marking’ would not affect national procedures for allowance of an access of tyres to the national markets, the only allowance would be recognition of the tyre “global marking” as an alternative to the marking already stipulated in national legislation, like “DOT”, “CCC”, etc. Tyre manufacturers would remain obliged to provide for compliance of the products on the national/regional markets as stipulated by the relevant legislation of the Contracting Parties to the 1998 Agreement.

16. When the tyre “global marking” is implemented in the way described, that would lead to mutual recognition of such marking amongst the Contracting Parties to the 1998 Agreement, although no specific provisions directly requesting such mechanism would be introduced.

17. If the Contracting Parties to the 1998 Agreement would agree with the proposed approach, it could be realised through the following steps:

- (1) Introduction of provisions concerning tyre “global marking” in UN GTR No. 16;
- (2) Transposition of those provisions into the relevant UN Regulation(s). With this step, the acceptance of tyre “global marking” would become mandatory for the Contracting Parties to the 1958 Agreement applying such UN Regulation(s) and would become mutually recognized between those Contracting Parties;
- (3) Transposition of those provisions into the relevant national legislation of the Contracting Parties to the 1998 Agreement not covered by the item (2). With this step such Contracting Parties, at least, should recognize the “global marking” as alternative to their national marking confirming compliance assessment provided that national compliance assessment procedure are

fulfilled. It also may be expected that such Contracting Parties could come to the idea of recognition of compliance assessment results confirmed by other Contracting Parties.

18. The launch of the UN secure internet database for exchange of type approval documentation (DETA) would open new opportunities for implementation and recognition of the tyre “global marking” (Reference: Revision 3 of the 1958 Agreement, Schedule 5 – document ECE/TRANS/WP.29/2016/2). The possibilities for applications related to the tyre “global marking” could be further explored in the future.

V. Request to the Contracting Parties

19. The Russian Federation invites 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 can be supported and whether it would be reasonable to recognize tyre “global marking” as alternative to the existing national/regional marking confirming compliance assessment.

The comments of GRRF experts are very much welcomed. Please send your feedback, especially in case of opposition to this approach, to Mr. Andrei Bocharov (ab@satrfond.ru).
