


**Economic Commission for Europe**
**Inland Transport Committee**
**World Forum for Harmonization of Vehicle Regulations**
**Working Party on Noise and Tyres**
**Seventy-ninth session**

Geneva, 6–9 February 2024

**Report of the Working Party on Noise and Tyres  
on its Seventy-Ninth Session**
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## I. Attendance

1. The Working Party on Noise and Tyres (GRBP) held its seventy-ninth session from 6 to 9 February 2024 in Geneva. The meeting was chaired by Mr. S. Ficheux (France). Experts from the following countries participated in the work following Rule 1(a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690/Rev.2): Canada, China, Czechia, Finland, France, Germany, India, Italy, Japan, Netherlands, Norway, Republic of Korea, Russian Federation, Spain, Sweden, Switzerland and United Kingdom of Great Britain and Northern Ireland. Experts from the European Commission participated. Experts from the following non-governmental organizations also participated: American Automotive Policy Council (AAPC), Bureau International Permanent des Associations de Vendeurs et Rechapeurs de pneumatiques (BIPAVER), European Tyre and Rim Technical Organization (ETRTO), Imported Tyre Manufacturers Association (ITMA), International Motorcycle Manufacturers Association (IMMA), International Organization for Standardization (ISO), International Organization of Motor Vehicle Manufacturers (OICA), Pew Environment Group and World Blind Union (WBU).

## II. Adoption of the agenda (agenda item 1)

*Documentation:* ECE/TRANS/WP.29/GRBP/2024/1,  
Informal documents GRBP-79-01, GRBP-79-18-Rev.1

2. GRBP considered and adopted the agenda (ECE/TRANS/WP.29/GRBP/2024/1, as amended by GRBP-79-01). GRBP noted the running order proposed by the Chair (GRBP-79-18-Rev.1). The informal documents are listed in annex I. The GRBP informal groups are given in annex III.

## III. UN Regulation No. 41 (Noise emissions of motorcycles) (agenda item 2)

*Documentation:* ECE/TRANS/WP.29/GRBP/2023/14,  
ECE/TRANS/WP.29/GRBP/2023/15, Informal documents GRBP-79-13, GRBP-79-14, GRBP-79-15, GRBP-79-16, GRBP-79-38

3. Recalling its previous discussion on ECE/TRANS/WP.29/GRBP/2023/14 and ECE/TRANS/WP.29/GRBP/2023/15, GRBP considered revised proposals for the use of the latest standard ISO 10844:2021 test track which had been submitted by the experts from France, IMMA and ISO (GRBP-79-13 and GRBP-79-14). GRBP adopted the proposals, as laid down in GRBP-79-13 and GRBP-79-14, and requested the secretariat to submit them for consideration and vote at the June 2024 sessions of WP.29 and the Administrative Committee (AC.1) as draft Supplement 3 to the 05 series of amendments and draft Supplement 11 to the 04 series of amendments to UN Regulation No. 41.

4. The expert from IMMA presented interpretation documents GRBP-79-15, GRBP-79-16 and GRBP-79-38 on the application of the Real Driving Additional Sound Emission Provisions (RD-ASEP) in the 05 series of amendments to UN Regulation No. 41. He explained that the objective of his documents was to avoid an excessive number of test runs through the proposed interpretation of the number of test points and the applicable test speed. Following a brief exchange of views, GRBP invited its experts to send their comments to IMMA and decided to revert to this topic at the next session.

#### **IV. UN Regulation No. 51 (Noise of M and N categories of vehicles) (agenda item 3)**

*Documentation:* ECE/TRANS/WP.29/GRBP/2024/8,  
Informal documents GRBP-79-02, GRBP-79-11, GRBP-79-33-Rev.1,  
GRBP-79-43, GRBP-79-45, GRBP-79-48-Rev.1

5. The expert from the Informal Working Group on Measurement Uncertainties (IWG MU) presented their final report (GRBP-79-02) and a draft document for reference (ECE/TRANS/WP.29/GRBP/2024/8 and GRBP-79-48-Rev.1). During an in-depth discussion, several experts from contracting parties expressed concerns about the formal adoption of the document for reference and its legal status. They pointed out that the document could be misinterpreted as being legally binding and modifying the established sound limits in UN Regulation No. 51. In the absence of consensus, GRBP postponed the discussion to the next session.

6. GRBP took note of the status report of IWG RD-ASEP (GRBP-79-11).

7. The expert from OICA presented a proposal with corrections and clarifications on the power definition, calibration, temperature correction and reference sound assessment (GRBP-79-33-Rev.1). Subject to deletion of the second occurrence of double paragraph 2.8., GRBP adopted the proposal and requested the secretariat to submit it for consideration and vote at the June 2024 sessions of WP.29 and AC.1 as draft Supplement 10 to the 03 series of amendments to UN Regulation No. 51.

8. The expert from OICA also proposed to extend the ASEP provisions from annex 7 of the 03 series of amendments to UN Regulation No. 51 to electric vehicles (GRBP-79-43). GRBP invited its experts to provide comments to OICA, with the aim of continuing discussion at the next session, based on an official document.

9. The expert from OICA presented an interim report on the ongoing ASEP/ RD-ASEP study (GRBP-79-45) which included a first set of data on RD-ASEP monitoring according to the 03 series of amendments to UN Regulation No. 51. GRBP noted the low response rate and encouraged all type approval authorities and technical services of contracting parties applying UN Regulation No. 51 to transmit the relevant data, as a sufficient number of datasets are needed to conduct a good study. In reply to a question from the expert of EC, the expert of OICA indicated that they would need around 1,000 data sets to conduct a good study on RD-ASEP. The expert from OICA also clarified that only an excel data sheet should be transmitted, without a pdf report.

#### **V. UN Regulation No. 63 (Noise emissions of mopeds) (agenda item 4)**

*Documentation:* ECE/TRANS/WP.29/GRBP/2023/16,  
Informal document GRBP-79-17

10. GRBP recalled its earlier discussion on ECE/TRANS/WP.29/GRBP/2023/16 and considered a revised proposal for the use of the latest standard ISO 10844:2021 test track which had been submitted by the experts from France, IMMA and ISO (GRBP-79-17). GRBP adopted the proposal, as contained in GRBP-79-17, and requested the secretariat to submit it for consideration and vote at the June 2024 sessions of WP.29 and AC.1 as draft Supplement 6 to the 02 series of amendments to UN Regulation No. 63.

#### **VI. UN Regulation No. 92 (Replacement exhaust silencing systems for motorcycles) (agenda item 5)**

*Documentation:* ECE/TRANS/WP.29/GRBP/2023/17

11. GRBP recalled that, at its previous session, it had adopted the guidelines on antitampering provisions for Non-Original Replacement Exhaust Silencing Systems

(NORESS) prepared by the expert from IMMA (ECE/TRANS/WP.29/GRBP/2023/17). GRBP invited IMMA and interested contracting parties to continue their activities with the aim of integrating the guidelines into the legal text of UN Regulation No. 92.

## **VII. UN Regulation No. 138 (Quiet road transport vehicles) (agenda item 6)**

*Documentation:* ECE/TRANS/WP.29/GRBP/2024/2, Informal documents GRBP-79-30, GRBP-79-34-Rev.1 and Rev.2, GRBP-79-41, GRBP-79-44

12. The expert of the Task Force on Quiet Road Transport Vehicles (TF QRTV) presented their proposals for a new series of amendments to UN Regulation No. 138 (ECE/TRANS/WP.29/GRBP/2024/2, GRBP-79-34-Rev.1). The expert from ISO tabled further clarifications based on the final draft international standard ISO 16254 (GRBP-79-30). The expert from Australia withdrew their comments in GRBP-79-41.

13. Some experts from contracting parties supported the proposals as striking a delicate balance between road safety and environmental noise, while some others expressed their wish to postpone a decision on the proposals to the September 2024 session of GRBP. The expert of EC expressed that, albeit less ambitious than the European Union policy on noise reduction would prescribe, they could still support this proposal while at the same time work on further improvements for the next GRBP session.

14. The representative of WBU welcomed the mandatory acoustic vehicle alert system (AVAS) sound in reverse driving as contributing to the safety of blind people. He also appreciated optional AVAS sound at stationary as well as above the mandatory AVAS speed range of 0 to 20 km/h.

15. The expert from OICA raised concerns over the proposals (GRBP-79-44), in particular, the definition of “natural sound” as not being technologically neutral, and the sound limit in the speed range between 20 and 50 km/h.

16. As a compromise, the Chair of TF QRTV submitted an updated version (GRBP-79-34-Rev.2). Following an in-depth discussion, GRBP adopted the revised proposals, as amended by GRBP-79-34-Rev.2 and requested the secretariat to submit them for consideration and vote at the June 2024 sessions of WP.29 and AC.1 as the draft 02 series of amendments to UN Regulation No. 138. The expert of EC pointed out that the new version went further towards disconnecting AVAS from safety issues, and clearly stated concern on this new proposal.

## **VIII. Tyres (agenda item 7)**

### **A. UN Regulation No. 30 (Tyres for passenger vehicles and their trailers)**

*Documentation:* ECE/TRANS/WP.29/GRBP/2024/15

17. The expert from ETRTO proposed several corrections (ECE/TRANS/WP.29/GRBP/2024/15). GRBP adopted the proposal and requested the secretariat to submit it for consideration and vote at the June 2024 sessions of WP.29 and AC.1 as draft Supplement 26 to the 02 series of amendments to UN Regulation No. 30.

### **B. UN Regulation No. 54 (Tyres for commercial vehicles and their trailers)**

*Documentation:* ECE/TRANS/WP.29/2024/2, ECE/TRANS/WP.29/GRBP/2024/14

18. The expert from France proposed aligning annex 9 with annex 1 (ECE/TRANS/WP.29/GRBP/2024/14). GRBP adopted the proposal and decided to combine it with draft Supplement 27 to UN Regulation No. 54 that had been submitted for consideration of WP.29 at its March 2024 session (ECE/TRANS/WP.29/2024/2). To this end, GRBP instructed the Chair to withdraw ECE/TRANS/WP.29/2024/2 from the WP.29

agenda of March 2024, with the aim to submit a combined proposal to the June 2024 session of WP.29.

### **C. UN Regulations on retreaded tyres**

*Documentation:* ECE/TRANS/WP.29/GRBP/2024/3,  
ECE/TRANS/WP.29/GRBP/2024/11,  
ECE/TRANS/WP.29/GRBP/2024/13, Informal documents GRBP-79-24, GRBP-79-25, GRBP-79-26, GRBP-79-27, GRBP-79-28-Rev.1, GRBP-79-29-Rev.1

19. The Small Working Group on Retreaded Tyres Regulations tabled a new draft UN Regulation on the type approval of retreaded tyres with respect to their snow grip performance and traction tyre classification (ECE/TRANS/WP.29/GRBP/2024/11, GRBP-79-28-Rev.1). GRBP adopted the proposal, as amended by GRBP-79-29-Rev.1 and requested the secretariat to submit it for consideration and vote at the June 2024 sessions of WP.29 and AC.1 as a new draft UN Regulation.

20. In conjunction with the above proposal, the small working group also presented proposals for amendments to UN Regulations Nos. 108 and 109 which moved the prescriptions for snow grip performance of retreaded tyres and their classification as traction tyres from these UN Regulations to the newly adopted draft UN Regulation (ECE/TRANS/WP.29/GRBP/2024/3, ECE/TRANS/WP.29/GRBP/2024/13, GRBP-79-24, GRBP-79-26). GRBP adopted the proposals, based on ECE/TRANS/WP.29/GRBP/2024/13 as amended by GRBP-79-24 and GRBP-79-25, as well as on ECE/TRANS/WP.29/GRBP/2024/3 as amended by GRBP-79-26 and GRBP-79-27, and requested the secretariat to submit them for consideration and vote at the June 2024 sessions of WP.29 and AC.1 as a draft 01 series of amendments to UN Regulation No. 108 and a draft 01 series of amendments to UN Regulation No. 109.

### **D. UN Regulation No. 117 (Tyre rolling resistance, rolling noise and wet grip)**

*Documentation:* ECE/TRANS/WP.29/GRBP/2024/4,  
ECE/TRANS/WP.29/GRBP/2024/5,  
ECE/TRANS/WP.29/GRBP/2024/6,  
ECE/TRANS/WP.29/GRBP/2024/7,  
ECE/TRANS/WP.29/GRBP/2024/9,  
ECE/TRANS/WP.29/GRBP/2024/12,  
ECE/TRANS/WP.29/GRBP/2024/17,  
Informal documents GRBP-79-07, GRBP-79-08, GRBP-79-09, GRBP-79-10, GRBP-79-21, GRBP-79-22, GRBP-79-23, GRBP-79-35-Rev.2, GRBP-79-36, GRBP-79-46, GRBP-79-49, GRBP-79-50

21. GRBP was briefed on the activities of the Informal Working Group on Wet Grip Performance for Tyres in a Worn State (IWG WGWT) (GRBP-79-46).

22. The expert of ETRTO tabled proposals for a new Supplement to the 04 series of amendments with the aim to introduce editorial corrections and the new C3 reference test tyres (ECE/TRANS/WP.29/GRBP/2024/4, ECE/TRANS/WP.29/GRBP/2024/6, GRBP-79-21). The experts from France and Japan commented on the proposals (GRBP-79-50 and GRBP-79-07). GRBP adopted the proposals in ECE/TRANS/WP.29/GRBP/2024/4 as amended by GRBP-79-50 and in ECE/TRANS/WP.29/GRBP/2024/6 as amended by GRBP-79-21, and requested the secretariat to submit them for consideration and vote at the June 2024 sessions of WP.29 and AC.1 as part of draft Supplement 2 to the 04 series of amendments to UN Regulation No. 117.

23. The expert of ETRTO submitted proposals for a new Supplement to the 03 series of amendments with the aim to introduce editorial corrections, a temperature correction to decrease measurement uncertainties and the new C3 reference test tyres

(ECE/TRANS/WP.29/GRBP/2024/9, ECE/TRANS/WP.29/GRBP/2024/12, GRBP-79-22). The experts from France and Japan commented on the proposals (GRBP-79-49 and GRBP-79-08). GRBP adopted the proposals in ECE/TRANS/WP.29/GRBP/2024/9 as amended by GRBP-79-22 and in ECE/TRANS/WP.29/GRBP/2024/12 as amended by GRBP-79-49 and requested the secretariat to submit them for consideration and vote at the June 2024 sessions of WP.29 and AC.1 as draft Supplement 2 to the 03 series of amendments to UN Regulation No. 117.

24. Similarly, the expert of ETRTO submitted proposals for a new Supplement to the 02 series of amendments which introduced editorial corrections, a temperature correction to decrease measurement uncertainties and the new C3 reference test tyres (ECE/TRANS/WP.29/GRBP/2024/5, ECE/TRANS/WP.29/GRBP/2024/7, GRBP-79-23). The expert from Japan commented on the proposals (GRBP-79-09). GRBP adopted the proposals in ECE/TRANS/WP.29/GRBP/2024/5 and in ECE/TRANS/WP.29/GRBP/2024/7 as amended by GRBP-79-23 and requested the secretariat to submit them for consideration and vote at the June 2024 sessions of WP.29 and AC.1 as draft Supplement 16 to the 02 series of amendments to UN Regulation No. 117.

25. During consideration of the above amendment proposals to various series of amendments to UN Regulation No. 117, GRBP took note of supporting material by Japan (GRBP-79-10) and by ETRTO (GRBP-79-36), as well as a summary table of all submitted documents (GRBP-79-35-Rev.2).

26. The expert from AAPC presented draft amendments that allowed, under certain conditions and weight limits, the use of LT-marked tyres with a rolling resistance greater than the current limits in UN Regulation No. 117 (ECE/TRANS/WP.29/GRBP/2024/17). The experts from Japan and the United Kingdom indicated that the proposed amendments would lead to relaxation of the current requirements. The expert from France pointed out that he would need more time to study the consequences of the proposal. GRBP agreed to continue consideration of this matter at the next session.

## **E. UN Regulation No. 124 (Replacement wheels for passenger cars)**

*Documentation:* ECE/TRANS/WP.29/GRBP/2024/16,  
Informal documents GRBP-79-20, GRBP-79-32

27. The expert from the Russian Federation proposed clarifying certain provisions (ECE/TRANS/WP.29/GRBP/2024/16). The proposal received comments from the experts of France, Germany, Netherlands and ETRTO (GRBP-79-20). In reply, the expert from the Russian Federation tabled a revised proposal (GRBP-79-32). The expert from Germany made a study reservation on GRBP-79-32. Finally, GRBP agreed to revert to this issue at the next session.

## **F. Tyre abrasion**

*Documentation:* ECE/TRANS/WP.29/GRBP/2024/10,  
Informal documents GRBP-79-12-Rev.2, GRBP-79-31, GRBP-79-37,  
GRBP-79-47-Rev.1

28. The expert of the Task Force on Tyre Abrasion (TF TA) reported on their activities (GRBP-79-47-Rev.1) and proposed to revise the TF TA Terms of Reference (GRBP-79-31). GRBP adopted the revised Terms of Reference, as contained in annex 2.

29. The expert of TF TA presented a proposal for a Supplement to the 04 series of amendments to UN Regulation No. 117 that introduced test methods to measure tyre abrasion (ECE/TRANS/WP.29/GRBP/2024/10, GRBP-79-12-Rev.2). Subject to correcting the references to 5.7.-5.10. in paragraph 3.1., GRBP adopted the proposal, as amended by GRBP-79-12-Rev.2 and requested the secretariat to submit it for consideration and vote at the June 2024 sessions of WP.29 and AC.1 as part of draft Supplement 2 to the 04 series of amendments to UN Regulation No. 117.

30. GRBP noted the outcome of a tyre abrasion study for vehicles of categories M and N conducted by OICA (GRBP-79-37)

#### **G. Other UN Regulations on tyres**

31. No issues were discussed under this agenda item.

#### **IX. Exchange of information on national and international requirements on noise levels (agenda item 8)**

*Documentation:* Informal document GRBP-79-40

32. GRBP took note of the Task Force on Vehicle Sound (TF VS) status report (GRBP-79-40).

#### **X. Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (agenda item 9)**

33. No proposal was considered under this agenda item.

#### **XI. Development of the International Whole Vehicle Type Approval system (agenda item 10)**

34. No new information was provided.

#### **XII. Highlights of the recent sessions of the World Forum for Harmonization of Vehicle Regulations (agenda item 11)**

*Documentation:* Informal document GRBP-79-19

35. GRBP took note of the highlights of the November 2023 session of WP.29 on GRBP and common issues (GRBP-79-19).

#### **XIII. Exchange of views on the future work of the Working Party on Noise and Tyres (agenda item 12)**

*Documentation:* Informal document GRBP-79-06-Rev.1

36. The Chair presented a revised list of priorities (GRBP-79-06-Rev.1) and invited all experts to provide comments, in order to update the document accordingly.

#### **XIV. Other business (agenda item 13)**

*Documentation:* Informal documents GRBP-79-03, GRBP-79-04, GRBP-79-05, GRBP-79-39, GRBP-79-42

37. The expert from the Special Interest Group on Automated Vehicles Regulation Screening (SIG AVRS) reported on their activities (GRBP-79-04, GRBP-79-05) and proposed guidelines for the future work (GRBP-79-03). GRBP adopted the guidelines and agreed to convert SIG AVRS into the Task Force on Automated Vehicle Regulation Screening (TF AVRS).

38. The expert from France recalled annex 7 of the Consolidated Resolution on the Construction of Vehicles (R.E.3) on software updates and the WP.29 request to its subsidiary Working Parties to identify UN Regulations under their purview which may be relevant for



the purposes of software updates (ECE/TRANS/WP.29/1175, paragraph 37). He proposed a draft list of such GRBP UN Regulations (GRBP-79-42). Following a brief exchange of views, GRBP agreed to come back to this issue at the next session.

39. The expert of OICA reported on the activities of an internal task force on exterior acoustic signalling established by the European Automobile Manufacturers Association (ACEA) (GRBP-79-39). GRBP took note of this information and agreed to request an update on this topic at the next session.

40. To facilitate time planning for the GRBP experts, the expert of OICA volunteered to prepare a draft 2024 calendar of meetings of various GRBP informal working groups and task forces. GRBP welcomed this initiative and requested the secretariat to publish the calendar on the GRBP webpage.

41. GRBP noted that Mr. T. Berge (Norway), due to his retirement, and Mrs. E. Collot (France), due to her new position, would no longer participate in GRBP. GRBP thanked them for their valuable contributions and wished them success in the future.

## **XV. Provisional agenda for the next session (agenda item 14)**

42. For its eightieth session, scheduled to be held in Geneva from 17 to 20 September 2024, GRBP decided to keep the same structure for the provisional agenda. GRBP noted that the deadline for the submission of official documents to the secretariat would be 24 June 2024, twelve weeks prior to the session.

## Annex I

[English only]

## List of Informal Documents of the Session

| <i>GRBP-79-<br/>...</i> | <i>Transmitted by</i>                           | <i>Agenda<br/>item</i> | <i>Title</i>   | <i>Follow-up</i> |
|-------------------------|---|------------------------|--|------------------|
| 1                       | Secretariat                                     | 1                      | Updated provisional agenda   | a                |
| 2                       | IWG MU  | 3                      | Last status report   | a                |
| 3                       | SIG AVRS  | 13                     | Guidelines of the Task Force on Automated Vehicle Regulation Screening   | a                |
| 4                       | SIG AVRS  | 13                     | Table with additional provisions   | a                |
| 5                       | SIG AVRS  | 13                     | Status report  | a                |
| 6-Rev.1                 | Chair   | 12                     | Revised list of GRBP priorities for 2023-2024  | c                |
| 7                       | Japan   | 7 (d)                  | Proposal to amend document<br>ECE/TRANS/WP.29/GRBP/2024/6  | a                |
| 8                       | Japan   | 7 (d)                  | Proposal to amend document<br>ECE/TRANS/WP.29/GRBP/2024/9  | a                |
| 9                       | Japan   | 7 (d)                  | Proposal to amend document<br>ECE/TRANS/WP.29/GRBP/2024/7  | a                |
| 10                      | Japan   | 7 (d)                  | Proposals for amendments to<br>ECE/TRANS/WP.29/GRBP/2024/6,<br>ECE/TRANS/WP.29/GRBP/2024/7 and<br>ECE/TRANS/WP.29/GRBP/2024/9  | a                |
| 11                      | IWG RD-ASEP                                     | 3                      | Status report  | a                |
| 12-Rev.2                | TF TA   | 7 (f)                  | Proposal for amendments to<br>ECE/TRANS/WP.29/GRBP/2024/10   | d                |
| 13                      | France,<br>IMMA and<br>ISO                      | 2                      | Proposal to replace ECE/TRANS/WP.29/GRBP/2023/15   | d                |
| 14                      | France,<br>IMMA and<br>ISO                      | 2                      | Proposal to replace ECE/TRANS/WP.29/GRBP/2023/14   | d                |
| 15                      | IMMA  | 2                      | Interpretation document with regards to the number of test points when performing test runs for type approval according to the 05 series of amendments to UN Regulation No. 41, Annex 7 "RD-ASEP"              | c                |
| 16                      | IMMA  | 2                      | Interpretation document with regard to applicable test speed of the motorcycle when performing test runs for type approval according to the 05 series of amendments to UN Regulation No. 41, Annex 7 "RD-ASEP" | c                |
| 17                      | France,<br>IMMA and<br>ISO                      | 4                      | Proposal to replace ECE/TRANS/WP.29/GRBP/2023/16   | d                |
| 18-Rev.1                | Chair   | 1                      | Draft running order  | a                |
| 19                      | secretariat                                     | 1, 11                  | General information and WP.29 highlights   | a                |
| 20                      | France,<br>Germany,<br>Netherlands<br>and ETRTO | 7 (e)                  | Response to ECE/TRANS/WP.29/GRBP/2024/16   | c                |
| 21                      | ETRTO   | 7 (d)                  | Proposal to replace document<br>ECE/TRANS/WP.29/GRBP/2024/06   | d                |
| 22                      | ETRTO   | 7 (d)                  | Proposal to replace document<br>ECE/TRANS/WP.29/GRBP/2024/9  | d                |

| <i>GRBP-79-<br/>...</i> | <i>Transmitted by</i> | <i>Agenda<br/>item</i> | <i>Title</i>  | <i>Follow-up</i> |
|-------------------------|-----------------------|------------------------|---|------------------|
| 23                      | ETRTO                 | 7 (d)                  | Proposal to replace document<br>ECE/TRANS/WP.29/GRBP/2024/7   | d                |
| 24                      | ETRTO                 | 7 (c)                  | Proposal to replace document<br>ECE/TRANS/WP.29/GRBP/2024/13  | d                |
| 25                      | ETRTO                 | 7 (c)                  | Consolidated version of UN Regulation No. 108<br>including the amendments proposed with<br>ECE/TRANS/WP.29/GRBP/2024/13 as amended by<br>GRBP-79-24               | d                |
| 26                      | ETRTO                 | 7 (c)                  | Proposal to replace document<br>ECE/TRANS/WP.29/GRBP/2024/3   | d                |
| 27                      | ETRTO                 | 7 (c)                  | Consolidated version of UN Regulation No. 108<br>including the amendments proposed with<br>ECE/TRANS/WP.29/GRBP/2024/3 as amended by<br>GRBP-79-26                | d                |
| 28-Rev.1                | ETRTO                 | 7 (c)                  | Proposal to replace document<br>ECE/TRANS/WP.29/GRBP/2024/11  | d                |
| 29-Rev.1                | ETRTO                 | 7 (c)                  | Consolidated version of a new UN Regulation No.<br>[XXX] including the amendments proposed with<br>ECE/TRANS/WP.29/GRBP/2024/11 as amended by<br>GRBP-79-28-Rev.1 | d                |
| 30                      | ISO                   | 6                      | Proposal for Supplement 1 to the 02 series of<br>amendments to UN Regulation No. 138  | a                |
| 31                      | TF TA                 | 7 (f)                  | Updated Terms of Reference  | d                |
| 32                      | Russian<br>Federation | 7 (e)                  | Proposal to amend document<br>ECE/TRANS/WP.29/GRBP/2024/16  | c                |
| 33-Rev.1                | OICA                  | 3                      | Proposal for Supplement 10 to the 03 series of<br>amendments to UN Regulation No. 51  | d                |
| 34-Rev.2                | TF QRTV               | 6                      | Proposal to amend ECE/TRANS/WP.29/GRBP/2024/2   | d                |
| 35-Rev.2                | ETRTO                 | 7 (d)                  | Overview of UN Regulation No.117 documents  | a                |
| 36                      | ETRTO                 | 7 (d)                  | New design C3 SRTTs Additional Explanations   | a                |
| 37                      | OICA                  | 7 (f)                  | Tyre Abrasion Study for vehicles of category M & N  | a                |
| 38                      | IMMA                  | 2                      | Introduction to interpretation documents GRBP-79-15<br>and GRBP-79-16   | c                |
| 39                      | OICA                  | 13                     | Work on Exterior Acoustic Signalling  | a                |
| 40                      | TF SL                 | 8                      | Status report   | a                |
| 41                      | Australia             | 6                      | Proposal for amendments to<br>ECE/TRANS/WP.29/GRBP/2024/2   | e                |
| 42                      | France                | 13                     | List of relevant GRBP UN Regulations for software<br>updates  | c                |
| 43                      | OICA                  | 3                      | Proposal for Supplement 11 to the 03 series of<br>amendments to UN Regulation No. 51  | b                |
| 44                      | OICA                  | 6                      | Position paper on the new 02 series of amendments to<br>UN Regulation No. 138   | a                |
| 45                      | OICA                  | 3                      | ASEP/RD-ASEP study  | a                |
| 46                      | IWG WGWT              | 7 (d)                  | Status report   | a                |
| 47-Rev.1                | TF TA                 | 7 (f)                  | Status report   | a                |
| 48-Rev.1                | IWG MU                | 3                      | Proposal to amend ECE/TRANS/WP.29/GRBP/2024/8   | b                |
| 49                      | France                | 7 (d)                  | Proposal for amendments to<br>ECE/TRANS/WP.29/GRBP/2024/12  | d                |
| 50                      | France                | 7 (d)                  | Proposal for amendments to<br>ECE/TRANS/WP.29/GRBP/2024/4   | d                |

*Notes:*

- a Consideration completed or superseded.
- b Continue consideration at the next session with an official symbol.
- c Continue consideration at the next session as an informal document.
- d Adopted and to be submitted to WP.29.
- e Withdrawn.

## Annex II

### Revised Terms of Reference of the Task Force on Tyre Abrasion

#### A. Introduction

1. Microplastics are synthetic polymers released from a wide range of sources. They can be introduced in the environment intentionally or unintentionally, and they affect all environmental compartments, including air, water, soils or sediments and biota. A European Commission study<sup>1</sup> reported that automotive tyres are the highest contributor of unintentionally released microplastics in the environment.

2. Tyre wear is caused by the friction process between tyres and the road surface; therefore, tyre wear occurs wherever vehicles travel. Tyre abrasion (i.e. the amount of tyre material released per km travelled) is a metric that could be applied to define tyre wear, and when normalised to the load, allows for type approval of tyres based on their environmental impact. Another important metric linked to tyre wear is the mileage potential which is also connected to the loss of tread depth.

3. During the 185th session of the World Forum (WP.29), the European Commission emphasised the need to work on tyres' microplastic emissions following the priorities set out in the European Union Work Programme – UNECE Activities 2022–2023 Proposals under the responsibility of the Directorate-General for Internal Market, Industry, Entrepreneurship and Small-Medium Size Enterprises (DG-GROW) (Informal document WP.29-185-17). In parallel, the Working Party on Noise and Tyres (GRBP) and the Working Party on Pollution and Energy (GRPE) in their programmes of work identified the need to consider the development of a tyre abrasion test method with the aim of controlling and mitigating tyre wear particles – and thus the release of microplastics in the environment.

4. It was agreed to create a Task Force (TF) to work on the development of a standardized methodology for measuring and limiting tyre abrasion.

5. This proposal establishes the Terms of Reference for the TF Tyre Abrasion (TF TA).

6. The aim of TF TA is to prepare and to propose a new requirement for UN Regulation No. 117 under the 1958 Agreement for the type approval of tyres. TF TA will report to and consult with both GRPE and GRBP.

#### B. Objectives

7. The UN Regulation will address the tyres abrasion performance by determining a standardized measurement method which will allow for the quantification of the microplastic emissions in the environment. At the same time, TF TA will investigate the inclusion of the abrasion rate in the proposed UN Regulation and a characterization methodology for the mileage potential index, based on the abrasion measurement method.

8. The future UN Regulation will apply to new pneumatic tyres.

9. TF TA shall:

(a) Develop a robust procedure for measuring the abrasion of tyres: test conditions and methods;

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<sup>1</sup> Investigating Options for Reducing Releases in the Aquatic Environment of Microplastics Emitted by (but not intentionally added in) Products – Report for the Directorate-General for Environment (DG-ENV) of the European Commission.

- (b) Define the acceptable uncertainty for the tyre abrasion test method(s) and assess the uncertainty of the tyre abrasion test method(s);
  - (c) Based on the abrasion test method, define a characterization of relative mileage potential index (e.g. by measuring the tread depth reduction of the tyres and other metrics or calculations, in the context of the abrasion test method, even considering potential needs of integration to the abrasion test method needed for this study);
  - (d) Evaluate the abrasion performance and tread depth reduction of a wide range of tyres available in the market;
  - (e) Define abrasion limits for tyres in order to limit the emission of microplastics to the environment; and
  - (f) Develop a proposal of amendment to UN Regulation No. 117 for the type approval of tyres in respect to their abrasion.
10. TF TA shall work in the framework of the 1958 Agreement and shall report to both GRBP and GRPE.

### **C. Rules of Procedure**

- 11. TF TA shall be open to all participants of GRBP and GRPE.
- 12. TF shall be co-chaired by France and the European Commission.
- 13. The Technical Secretary will be the representative of ETRTO.
- 14. The working language will be English.
- 15. The process will pursue consensus. When consensus cannot be reached, the co-chairs of TF TA shall present the different points of view to GRBP.
- 16. The progress of TF TA will be reported to GRBP and GRPE as an informal document by one of the co-chairs.
- 17. All documents and proposals must be submitted to the co-chairs and the secretary of TF in a suitable electronic format at least one week before a scheduled meeting.
- 18. An agenda and the latest draft document will be circulated to all members of TF in advance of all scheduled meetings.
- 19. All TF TA documentation will be made available on the dedicated ECE website.

### **D. Timeline**

20. The aim of TF TA is to present:
- For C1 tyres**
- (a) an informal document on C1 tyres abrasion test method(s) for consideration at the seventy-eighth session of GRBP in September 2023 (also submitted for information to the eighty-ninth session of GRPE in June 2023);
  - (b) a working document to amend UN Regulation No. 117 introducing C1 tyres abrasion test method(s) for adoption at the seventy-ninth session of GRBP in February 2024 (also submitted for feedback to the ninetieth session of GRPE in January 2024);
  - (c) a working document to amend UN Regulation No. 117 introducing C1 tyres abrasion limits for adoption at the eighty-second session of GRBP in September 2025 (also submitted for feedback to the ninety-third session of GRPE in June 2025) to allow the WP.29 adoption at the latest in June 2026.

**For C2 tyres**

- (d) an informal document on C2 tyres abrasion test method(s) for consideration at the eighty-second session of GRBP in September 2025 (also submitted for information to the ninety-third session of GRPE in June 2025);
- (e) a working document to amend UN Regulation No. 117 introducing C2 tyres test method(s) for adoption at the eighty-third session of GRBP in February 2026 (also submitted for feedback to the ninety-fourth session of GRPE in January 2026);
- (f) a working document to amend UN Regulation No. 117 introducing C2 tyres abrasion limits for adoption at the eighty-sixth session of GRBP in September 2027 (also submitted for feedback to the ninety-seventh session of GRPE in June 2027) to allow the WP.29 adoption in March 2028; and
- (g) for C2 tyres, should the test method established for C1 tyres prove to be also suitable for C2 tyres, or a subset (e.g. load index (LI) separation at LI 107), the defined deadlines will be advanced by one year. The proposed timeline for C2 tyres will be discussed again by the end of 2024 when more data become available.

**For C3 tyres**

- (h) an informal document for C3 tyres abrasion test method(s) for consideration at the eighty-fourth session of GRBP in September 2026 (and submitted for feedback to the ninety-fifth session of GRPE in June 2026);
- (i) a working document to amend UN Regulation No.117 for C3 tyres, on abrasion test method(s) for adoption at the eighty-fifth session of GRBP in February 2027 (and submitted for feedback to the ninety-sixth session of GRPE in January 2027); and
- (j) a working document to amend UN Regulation No. 117 introducing for C3 tyres abrasion limits for adoption at the ninetieth session of GRBP in September 2029 (and submitted for feedback to the 101st session of GRPE in June 2029), to allow for WP.29 adoption in March 2030.

21. In parallel to the above activities, TF shall evaluate the feasibility of characterizing tyres with respect to their “relative mileage potential calculated performance”, e.g. through an abrasion-based index. Upon confirmation of the feasibility, this activity will be prioritized for C1 tyres, with a target to deliver in February 2025 an informal document with a proposal for the characterization of C1 tyres “relative mileage potential calculated performance”.

**Annex III****GRBP Informal Groups**

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| <i>Informal group</i>  | <i>Chair(s) and Co-Chair(s)</i>                             | <i>Secretary</i>                                      | <i>Expiry date of the mandate</i> |
|--|---|---|-----------------------------------|
| Real Driving -<br>Additional<br>Sound Emission<br>Provisions (RD-<br>ASEP) | Mr. Bernd Schüttler (Germany)<br>Mr. Hiroyuki Houzu (Japan) | Mr. Alex Desplenter (IMMA)<br>Mr. Douglas Moore (ISO) | February 2026                     |
| Wet Grip<br>Performance for<br>Tyres in a Worn<br>State (WGWT)             | Mrs. Elodie Collot (France)<br>Mrs. Anne Serra (EC)         | Mr. Nicolas de Mahieu (ETRTO)                         | February 2026                     |

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