

# **Reducing Noise Emissions from Motor Vehicles: New EU Commission legislative proposal**

**World Forum on Vehicle Regulations (WP.29)**

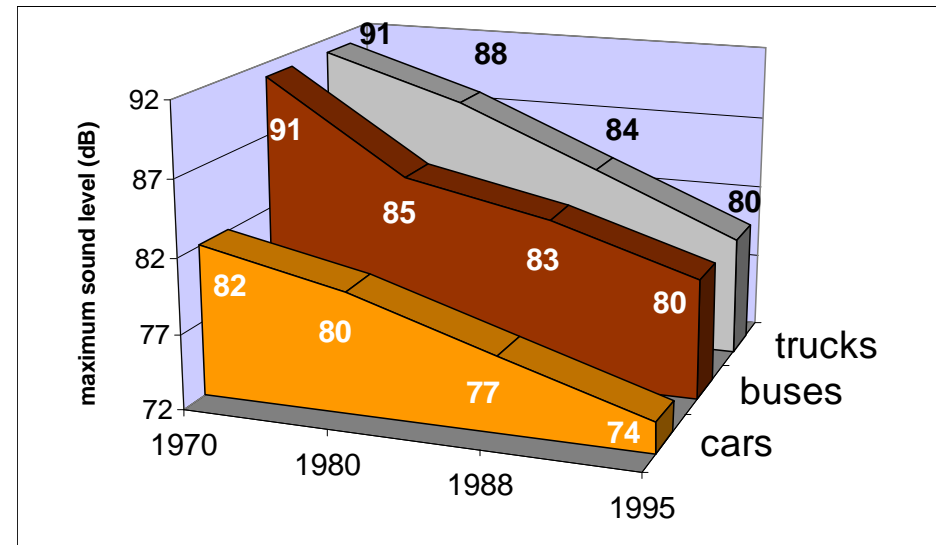
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**ENTERPRISE AND INDUSTRY**  
Automotive industry

# Background

- Noise emissions presently addressed by EU Directive 70/157/EEC and UNECE Regulation No 51
- Limits reduced several times (lastly in 1995)
- Not expected effects (real driving noise emission)
- WHO confirmed harmful effects of noise
- Commission Communication clean and efficient vehicles 28.04.2010
- New test method adopted by GRB



## Main elements of the proposal

- New test method based on the UNECE work: More representative of “real” driving conditions
- New limits in 2 stages based on monitoring and VENOLIVA study by TNO
- Off-cycle requirements (ASEP)
- Framework for electric/hybrid vehicles
- In line with CARS 21 recommendations



## Proposal (1): New test method

- Replace the existing EU test method by the new UNECE/GRB test method more representative of urban driving conditions
- Include the additional sound emission provisions (ASEP) developed by GRB:
  - Noise emission outside test conditions shall not be significantly higher than expected
  - Minimises cycle beating possibilities
- Monitoring carried out according to the old and the new method: UN Regulation No 51 (July 2007 – July 2009), Directive 70/157/EEC (July 2008 – July 2010)



## Proposal (2): Background for new noise limits

- Results of the monitoring
- TNO study (VENOLIVA) to assess new test protocol and provide possible new limit values
- Impact assesment (cost/benefit analysis)
- Consultation in CARS 21 group on the main principles
- Feedback received on TNO study
- Impact assesment

## Proposal (2) : Impact assessment

- *Option 1*: No policy change: old test method and the existing limit values
- *Option 2*: New test method and the existing limit values
- *Option 3*: New test method and limit values equivalent to old ones
- *Option 4*: New test method and reduced limit values introduced in one stage
- *Option 5*: New test method and reduced limit values introduced in two stages

Preferred option (good cost/benefit ratio and sufficient lead-time for Industry)



## Proposal (2): Lowering noise limit values in 2 stages

- 1st stage: 2 years after publication (new types):
  - Cars, buses and light trucks: - 2 dB(A)
  - Heavy trucks: - 1 dB(A)
- 2nd stage: 5 years after publication for new types and 7 years after publication for all types
  - Cars, buses and light trucks: - 2 dB(A);
  - Heavy trucks: - 2 dB(A)
- In line with CARS 21 recommendations: New limits in 2 stages + lead-time

## Proposal (3): Specific cases

- Special allowance kept for some vehicles (sport cars, off road) and removed for others (direct injection diesel)
- Avoid double legislation for tyres (General safety Regulation 661/2009 and this proposal)
- Quiet vehicles (electric and hybrid vehicles):
  - Minimum legal framework for sound generating devices based on the GRB work
  - Optional installation of such devices



# Proposal: Steps followed

- 2003-2007: New test method developed in UNECE Noise Working Party
- 2007/2010 : Monitoring period with old and new test methods
- 28/04/2010 : Commission strategy on clean and energy efficient vehicles includes measures to reduce noise
- 8/2010: Draft report “ VENOLIVA ” study by TNO
- 8/2010 – 2/2011: Consideration of comments on VENOLIA study
- 4/02/2011: Impact assessment board
- 18/03/2011: Presentation of main lines of proposal in CARS 21 (WG 4)
- 30/03/2011: Final report “VENOLIVA” study by TNO
- 07 to 08/2011: Finalisation of Impact assessment study and its summary
- 07 to 08/2011: Inter-service consultation/integration of comments
- 09 to 11/2011: Translation time/finalisation of proposal
- 23/11/2011: Presentation of main lines of proposal in EP workshop
- 2/12/2011 : Cars 21 recommendation on noise endorsed
- 9/12/2011: Adoption of the proposal by the Commission and sending to legislator (Council and Parliament)



## Next steps

- Adoption by the Council and the Parliament: 2013?
- Link with discussions in UNECE : COM will try to keep consistency between Brussels and Geneva. COM will inform GRB on the progress of discussion at EU level and invites other Contracting Parties to also provide information on the implementation of new limits at national/Regional level
- Ultimate goal: Introduce new limit values in Regulation No 51

## More information on Commission proposal

Commission proposal with impact assessment and VENOLIVA study:

[http://ec.europa.eu/enterprise/sectors/automotive/documents/proposals/index\\_en.htm#h2-1](http://ec.europa.eu/enterprise/sectors/automotive/documents/proposals/index_en.htm#h2-1)

# THANK YOU FOR YOUR ATTENTION !

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