



# Vehicle noise standards - a sound investment

EP Intergroup, 21/03/2012

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1948: 7.5 litres/100km



2008: 7.5 litres/100km



# 60 years of progress?

MEPs – It's time to shift fuel  
efficiency up a gear.

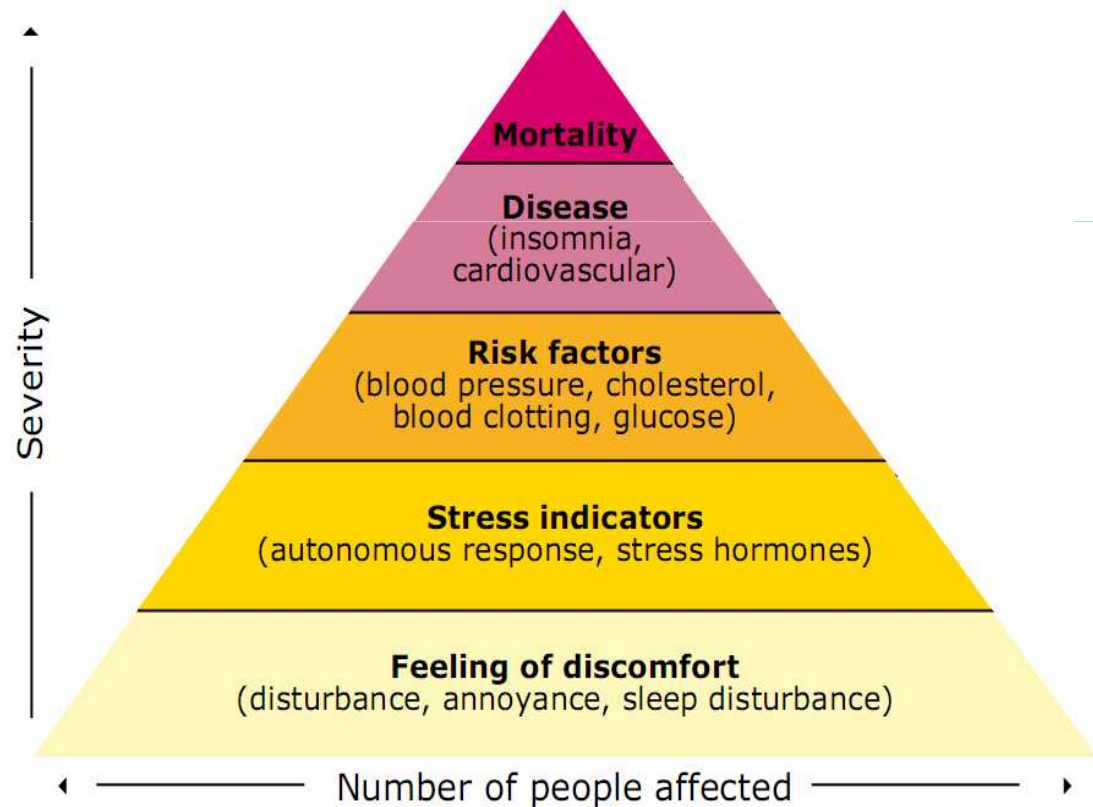
Vote for 120g CO<sub>2</sub>/km by 2012  
and 80g CO<sub>2</sub>/km by 2020.

[www.ForLessPollutingCars.com](http://www.ForLessPollutingCars.com)



# Road noise & health

- EU: 210 million people exposed to harmful road noise levels
- 50,000 premature deaths
- 245,000 cases cardio-vascular disease



# Costs of noise

- Social costs >€40bn per year
- 90% caused by cars & lorries
  - Health, Annoyance, Property values, Public expenditures on remediation
  - Who pays? Sufferers, taxpayers, public authorities
- = 1/3 cost of road accidents

# Value for money

NL: **€100m savings** for every 1dB reduced at-source

<i>CEDR survey of road diirectorates</i>	Cost per person no longer annoyed
Noise barrier	€1800 per person/yr
Facade insulation	€4100/home
Quiet pavement (porous/thin layer)	€125-900 per person/yr
Stricter vehicle noise standards	€15 per person/yr

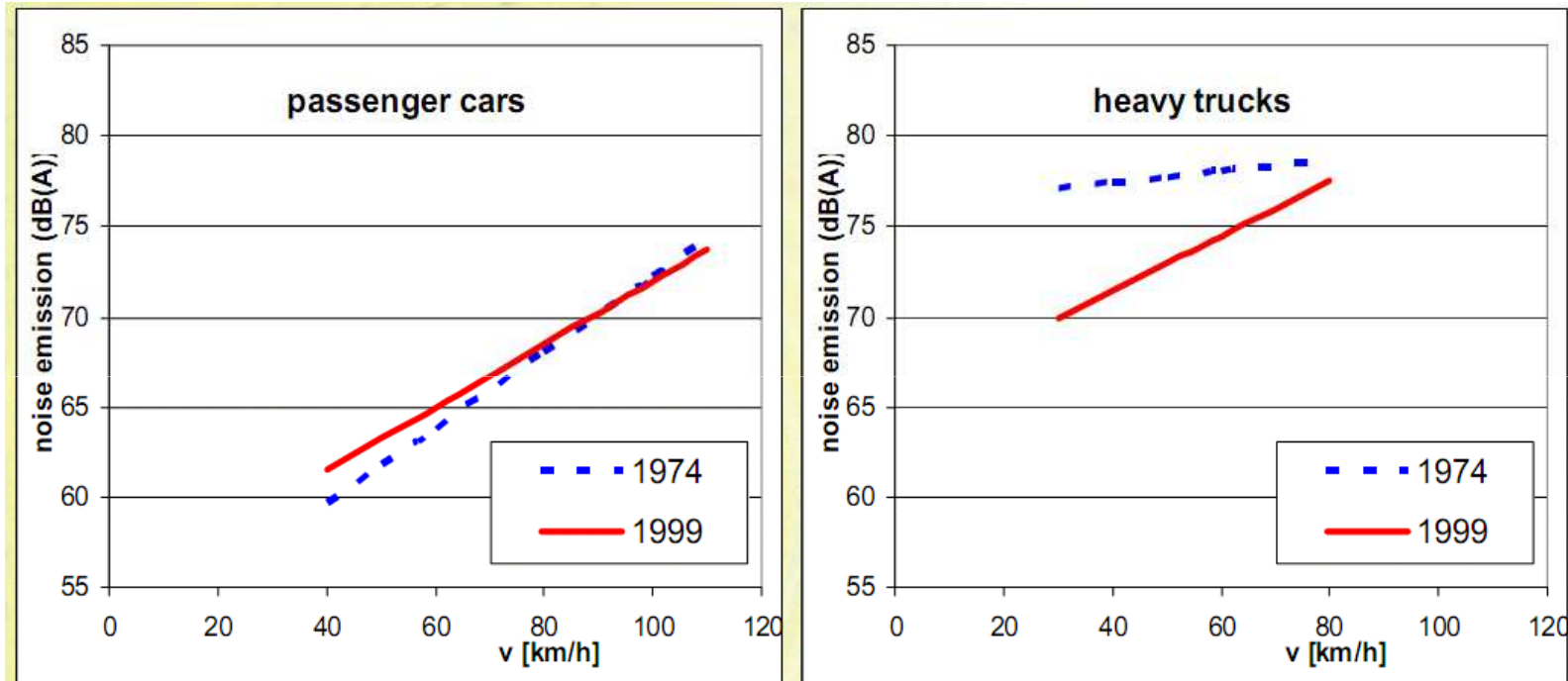
# Vehicle Noise Standards



# Cut road noise by 3dB-10dB

- -3dB equivalent to cutting traffic by half
- Consensus: -3dB is feasible for this revision (EC, ACEA, Germany)
- EC proposal: 1.5-4.1dB cut, more is needed to assure 3dB overall reduction on all roads
- Overall goal to protect health: -10dB from all measures incl road surfaces

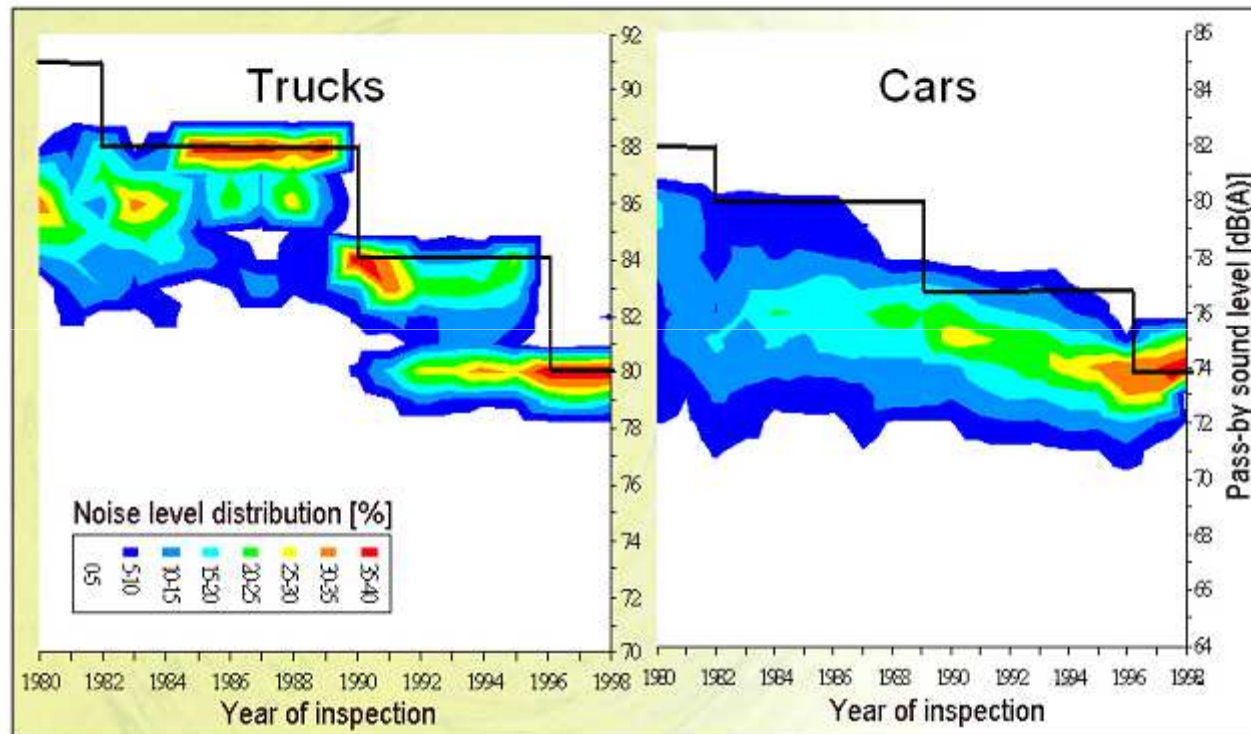
# 40 years of progress?



- No effect for cars; -5dB for lorries



# But, standards can work & quickly



Development mean noise levels during type approval testing, NL

Source: I-INCE, 2001

# 1. No more delays

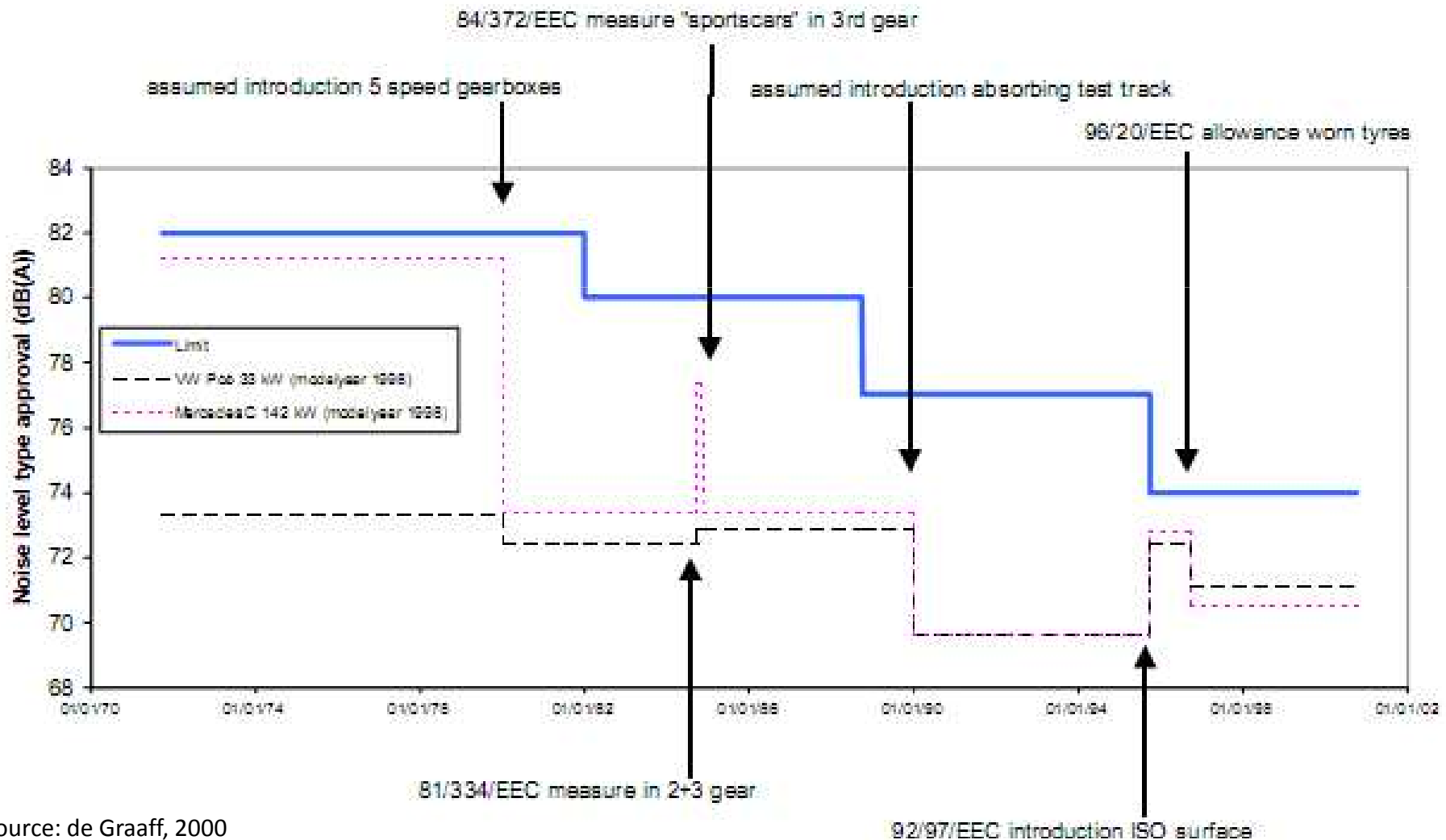
- Revision started 20 years ago!
- Proposal does not put any restrictions on sale or market access until 2019/2020
- Bring forward deadlines for type-approval
  - 63% cars & 34% HGV already meet step 1
  - 22% cars & 5% HGV already meet step 2

## 2. Set standards now for 2020

- -3dB cars & vans: 65-66dB
- -4dB lorries: 72-74dB
- Ensures generous leadtime for car & truckmakers
- Stimulate technology & innovation
- Cost-effective standards to protect health and quality of life

# 3. At last – a trustworthy test?

VW Golf & Mercedes C (1998 models) – Appear to get quieter with each change to the noise test, just ahead of each change to limit values



Source: de Graaff, 2000

92/97/EEC introduction ISO surface

# 4. Transparency & Incentives

- Public procurement standards
- Low Emission Zones – Access restrictions
- Quiet delivery schemes
- Road charging
- City charging



# Key messages

- **Serious effects – health & annoyance**
- **Over 200 million Europeans at risk**
- Costing €40bn per year
- Vehicle standards are very cost-effective
- Take pressure off public budgets & taxpayers

# Key messages

- Learn from past failures
- Speed up: Noisy vehicles can still be sold til 2019/2020 under EC proposal
- Set next step now, 3-4dB quieter by 2020
- Ensure a trustworthy test
- Transparency and incentives to reward quiet vehicles