GRBP-TFSL-01-07

(01st Session of the GRBP Task Force-Sound Limits (TF-SL)

March 24, 2021)

**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on Noise and Tyres (GRBP)

Task Force on Sound Limits (TF-SL)

**Draft REPORT of the 01st Session of the Task Force on Sound limits TF-SL**

**Wednesday 24, March 2021 starting from 09:00 to 12:00 (European time)**

**Conference call ONLY**

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|  |  | Working Documents  \* Documents not available before the meeting |
|  | **Welcome and opening remarks** |  |
| Mr.Ficheux, as temporary chairman of this Taskforce, welcomes the participants to this conference call. | | |
|  | **Introduction of participants and organizations** | TFSL-01-02 \* |
| Participants agreed for sharing the attendance list and making it public on the UNECE website with information as mentioned in the document TFSL-01-02. | | |
|  | **Adoption of the agenda** | TFSL-01-01 Rev.1 |
| After discussing the organization of the agenda, the group agreed to keep it as mentioned in the document TFSL-01-01 Rev.1.  Agenda TFSL-01-01 Rev.1 approved. | | |
|  | **Exchange of information on national and international requirements**   1. Feedback from WP.29 March 2021 on GRBP priorities 2. Information from the EC on the Study on sound levels limits of M- and N-category vehicles with timeline scheduled in EU 3. General ideas about the work of the TF by BMVI Germany 4. General presentation and future prospects by MLIT Japan 5. Any other national information? | TFSL-01-05 Rev.1  TFSL-01-06 |
| * 1. **Feedback from WP.29 March 2021 on GRBP priorities** by Mr.Ficheux as GRBP chairman.   GRBP priorities (updated GRBP-73-24 for instance for IWG-WGWT scope with C2/C3 in addition to C1) have been discussed during last WP.29 March 2021.  Request from WP.29 to focus on main priorities.  The chair proposed to have a meeting in May to review the current list.   * 1. **Information from the EC on the Study on sound levels limits of M- and N-category vehicles** by Mr.Vosinis.   The last document GRBP-73-23 presented during last GRBP-73 in January 2021 is still valid.  Some limits reduction seems feasible for some categories of vehicles, and additional measures (as RD-ASEP, better enforcement of regulation …) can be considered.  The final report will be made public.  From the “Work Program on Automotive and Mobility Industries 2021-2022, Proposals under the responsibility of DG GROW, §.4.12.” the target date for impact assessment adoption is Q4/2022.  Impact assessment needs to be finalized before starting Council & Parliament’s discussions with the legislative proposal. Revision of the current Regulation (EU)540/2014 should be at the earliest in 2023.  Request from the group to have regular status of this study.  **🡪 *A meeting of our group could be in July after publication of the final report***.     * 1. **General ideas about the work of the TF by BMVI Germany** by Mr.Schüttler from the doc. TFSL-01-05 Rev.1.   Presentation based on M1 category of vehicles and in the same way of what has been done in the past for L category of vehicles.  The proposals:  1. Introduction of RD-ASEP into UN-R 51 and Regulation (EU) No. 540/2014 (asap).  2. Adaptation of the interpretation of paragraph 6.2.3 (GRB-68-03) to RD-ASEP.  3. Creation of an EU-wide database on type-approval data (EU/UNECE) including sound emissions (vehicles & NORESS) to support PTI and roadside checks.  4. Extending market surveillance activities with minimum measurement requirements of motor vehicles & NORESS with regard to their sound emissions.  5. Reduction of Sound emission limits in a moderate way, provided that the above four points should find support from the EU MS and the UNECE CP.  The group supports the approach with the need to identify where the problems/complaints due to the noise are coming from (especially manipulations, grey areas, driving situations).  Recommendation for introducing as soon as possible RD-ASEP in (EU) Regulation in addition to UN-R51 🡪 it should be possible to introduce RD-ASEP in (EU)540/2014 through a co-decision process.  2 areas for the work field of the group = general traffic noise with Leq value + single vehicle which can be really noisy due to ‘flexibility’. Both areas have to be worked and the relation between these both areas has to be made clear. What do we want to prioritize? 🡪 More exchanges needed to refine the views of the group.  Opportunity to be taken to transpose in (EU)540/2014 the progress done in UN regulations.  In the future more and more EV. That will change the current view. Everything which was possible are now in vehicles as less aggressive flap systems.   * 1. **General presentation and future prospects by MLIT Japan** by Mr.Ito from the doc. TFSL-01-06.   Reminder: for the time being, the Phase 3 limit values are not introduced in Japan.  Real effects to be checked before introducing this Phase 3 in Japan.  Japan is doing a planning for studies with effectiveness of the Phase 3 introduction including a survey regarding its impact in real life. A presentation should be done at GRBP in January 2022.  According to the worldwide electrification of the automotive park, the introduction of the Phase 3 might be better at that time.  Future worldwide automotive electrification must be kept in mind for future works.  Recommendation: not forget the sound actuator for EV.  If reduction of the sound limit values, then also the test method and current technologies should have to be reviewed.  The group supports the need to have data also for the other categories of vehicles than M1/N1.  According to general discussions, the group supports:   * Works of the group not limited to M1/N1 only but to all M & N. * To be able to identify where the noise issues lie, to build a kind of cross-matrix between traffic noise situations, contributing factors and major complaints as shown as an example in doc. TFSL-01-05 Rev.1 Page 9. * ***Request to the group for providing any suggestion/comments/proposal to build this cross-matrix -* Deadline: 06th May, 2021**   1. **Any other national information?**   No other information. | | |
|  | **Follow up of project and milestones**   * Guidelines of the Taskforce - Draft proposal | TFSL-01-03 |
| Discussions from the document TFSL-01-03 presented by the chair.  The target of the group is not to propose new sound limits but to propose a kind of Forum for discussions.  Priority to M & N categories of vehicles, then L category of vehicles including other regulations as UN-R9, 63, …. Other regulations UN-R41, R59, R92 should also be introduced 🡪 See pending doc. TFSL-01-03 Rev.1.  Request from Japan to include Phase 3 in the works of the group and have a full picture on noise reduction measures.  Work on Phase 3 not supported by EC because already in the legislative (EU) regulation but supports works beyond Phase 3.  Through Article 11, the general understanding is that Phase 3 could also be amended.  The scope in UN is larger than EU, and not only EU countries.  EC proposes to check the legal base.  Both regulation (EU)540/2014 and UN-R51 should be as aligned as possible.  For any proposals, we should identify:   * what is our expectation in real life * what is the relevance of Phase 3 including any transportation vehicles, exhaust systems, … * what will be the efficiency of the proposal * ***Request to the group for providing any suggestion/comments to the Draft guidelines TFSL-01-04 -* Deadline: 06th May, 2021** | | |
|  | **Identification of available and upcoming studies/researches/data**   * 1. Draft list of available and upcoming studies/researches | TFSL-01-04 |
| Not enough time to review this document.   * ***Request to the group: have a look at this document TFSL-01-04 to:*** * ***Update the list with other studies already available and/or with studies in progress, especially at national level*** * ***Decide on the relevance of the studies listed*** * ***Identify any volunteers to present/refresh/remind to the whole group some of the studies listed?***   **Deadline: 06th May, 2021.** | | |
|  | **Any Other Business** |  |
| Nothing to be added. | | |
|  | **Next meeting(s)** |  |
| * **Next meeting: Wednesday 26th May 2021; 09-12:00**   The following meeting could be in July.   * **Feedback & Comments from attendees** expected before the next meeting regarding:   + **TFSL-01-03** **Guidelines**   + As discussed under Item 4, **Cross-matrix** to be created to identify where are the noise issues 🡪 request to each CPs to share their point of view   + **Add/Update the List of available and ongoing studies** as proposed in the document TFSL-01-04     - Any volunteers for presenting some of the studies mentioned in the document TFSL-01-04?   🡪 **Deadline = May 06, 2021** | | |
|  | **Adjourn** |  |
| Mr.Ficheux thanks the participants for presentations and fruitful discussions. | | |

All documents of this TF-SL are/will be available via the [UNECE website - Task Force on Sound Limits (TF-SL)](https://wiki.unece.org/pages/viewpage.action?pageId=123667435).