Transmitted by the TF-SL (Sound Limits)

TFSL-01-03 Rev.1 (Chair)

Informal document GRBP-74-xx

(74th GRBP, September 2021, Agenda item X)

DRAFT Guidelines of the Task Force on future Sound Limits

A. Introduction

1. Within the informal group for the future work of GRBP and during the seventy-third session of GRBP, several studies were presented:

* GRBP-73-11 (ETRTO) Tyre performance study
* GRBP-73-23 (EC) Study on sound level limits of M- and N-category vehicles (updates previous presentation GRBP-72-25 (EC), GRBP-71-11 (EC)
* GRBP-73-25 (OICA) OICA/ACEA study on future sound limits values
* [GRBP-73-26 (EC) Technical support for the impact assessment on Euro 5 step of L-category sound emissions level limits]

1. Previous documents and a revised list of GRBP priorities were shared at GRBP

* GRBP-70-25 (OICA/ACEA) Tyre Performance Study
* GRBP-73-24 (Chair) Work by GRs – Priorities(based on informal GRBP 72-12)

1. During the 73rd session, GRBP took note of these studies and documents on future sound limits and decided to establish a taskforce (TF) on this issue.
2. This proposal establishes the Guidelines of the new [TF-SL on future sound limit values] for UN Regulations Nos. [9, 41, ]51, [63], 59, [92] and 117 under the 1958 Agreement.
3. The aim of the group is:

* to have a noise forum for discussions
* to make a review of the different studies/works with identification of pro/cons through a holistic approach,
* to review the limits of phase3 considering new technologies and tyre noise related to UN-R51-03,
* to provide a technical report to contribute to any decision on future limit values, and
* if needed, to propose improvements to these Regulations.

B. Objective of the Taskforce on Sound limits

6. The scope shall not be limited to M, N and [L] categories of vehicles but also to any fields with impact on Sound emissions as tyres, ASEP, interaction between Leq with Lmax, electrification, soundscape, , ...

7. The TF-SL shall:

* [*In a short term*:] for M and N categories vehicles
* Identify all available and upcoming studies,
* Identify the data available,
* Review and analyse these studies/data with impacts assessments,
* Identify the interactions between vehicles sound approvals and environmental noise,
* Define the relevance of all this information,
* Define action plans if needed,
* Propose any useful improvements or any additional actions to any official bodies,
* Review the limits of phase3.
* [*In a mid and long-term*:
* Organize the same work for L category vehicles.]

10. TF-SL shall report to GRBP.

C. Rules of Procedure

* + 1. TF-SL shall be open to all participants of GRBP. However, it is recommended that a maximum of two technical experts per country and organization participate in this TF.
    2. Meetings are organized in that way that experts can participate in the meeting in person or virtually.
    3. TF shall be chaired by xxx and co-chaired by xxx. OICA shall act as Secretary.
    4. The working language shall be English.
    5. All documents and/or proposals shall be submitted to the Secretary of TF in a suitable electronic format at least one week before a scheduled meeting.
    6. An agenda and the latest draft documents shall be circulated to all members of the TF in advance of all scheduled TF-SL meetings.
    7. All TF documentation shall be made available on the dedicated UNECE website.

D. Timeline

17. The TF will present progress reports for consideration at the GRBP sessions, including already achieved further results, and comprehensive suggestions by:

* + - for M & N categories of vehicles: xxx 20xx.
    - especially for the review of phase3: xxx 2022-+
    - [for L category of vehicles: xxx 20xx.]

The aim of the TF is:

* to present a detailed elaborated work plan and timeline,
* present a technical report including the possible/realistic solutions to improve the soundscape with a complete overview, and
* if needed, review the possible improvements to the Regulations.