

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 Vehicles' Sound (TF-VS)

Draft Report of the 08th Session of the Task Force on Vehicles Sound TF-VS
Monday 04th April from 10:00 to 16:00 (CET)
Virtual Session

		Working Documents (* not available before the meeting)
1.	Welcome and opening remarks	
Mr.Ficheux welcomed the participants to this 08 th Session.		
2.	Introduction of participants and organizations	TFVS-08-02 (*)
<p>Due to a high number of new attendees during the last sessions of this TF-VS, the floor was given to each attendee to make a brief introduction of themselves.</p> <p>Attendees this 08th session of the TF-VS agreed for sharing with the group:</p> <ul style="list-style-type: none"> ▪ the attendance list as proposed under document TFSL-08-02, ▪ any documents used and/or presented during this Session, <p>and making them public on the UNECE website.</p>		
3.	Adoption of the agenda Adoption of Report of 07th session	TFVS-08-01 Rev.2 TFSL-07-15
<p>Agenda as Revision 2 is adopted.</p> <p>No comment on report of the 07th Session → adopted.</p>		
4.	<p>Exchange of information on national and international requirements</p> <p>a. (EC) studies on vehicles' sound emissions for</p> <ul style="list-style-type: none"> ○ M, N vehicles' noise (HS Data Analysis and Consultancy-TNO-Aristotle University of Thessaloniki) Link to the official report: Study on sound level limits of M- and N-category vehicles - Publications Office of the EU (europa.eu) <i>General discussion: Comments & questions</i> ○ L vehicles (Idiada) Link to the official report: not yet available <i>General discussion</i> <p>b. (Japan) Further details of vehicle noise issue and reviewing process in Japan</p>	<p>TFSL-02-08 TFVS-06-03 TFVS-07-11</p> <p>TFVS-04-15</p> <p>TFSL-02-09 TFSL-03-06 TFVS-08-04 Rev.1</p>

- c. (UK) UK research project - methods and equipment available for the detection and enforcement of excessively noisy road vehicles
- d. (IMMA) IAI-Acustica-TUG study motorcycles
- e. (IDIADA) LEON-T Project: status report
- f. ACEA/ETRMA/ETRTO → information
- g. Evaluation of vehicle noise emissions individually motor vehicles circulating in Brussels-capital region
- h. Any other national information?

TFVS-04-06
TFVS-08-03

TFVS-07-09
TFVS-07-10
TFVS-07-12
TFVS-08-07 (*)
TFVS-08-09 (*)

TFVS-08-08
Rev.1(*)
TFVS-08-05 (*)

Exchange of information on national and international requirements

a. (EC) studies on vehicles' sound emissions for

a. M, N vehicles' noise (HS Data Analysis and Consultancy-TNO-Aristotle University of Thessaloniki)

i. Link to the official report: [Study on sound level limits of M- and N-category vehicles - Publications Office of the EU \(europa.eu\)](http://publications.europa.eu)

ii. *General discussion: Comments & questions*

For reminder, EC study also available as document TFVS-07-11.

From discussions especially on Figure 77 regarding the CBA:

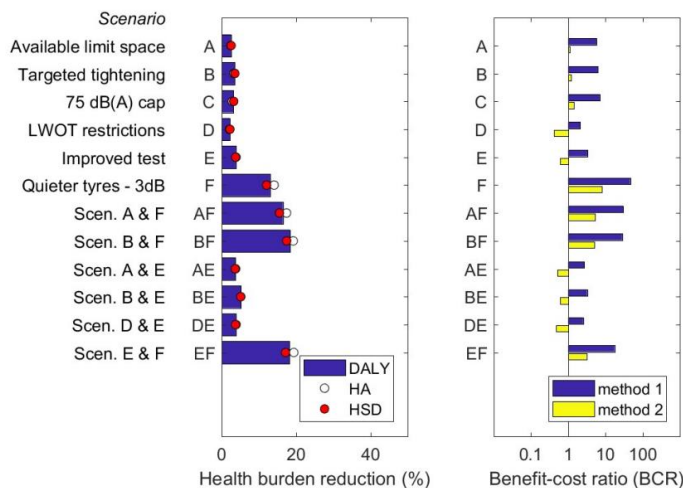


Figure 77 Health burden reduction in 2045 and benefit-to-cost ratio (BCR) for the period 2017 – 2045 for each vehicle noise reduction scenario.

- Mr. Steven re-explained the meaning of the different scenarios. Scenario F 'Quieter tyres' is the only one which brings significantly more reduction than all the others which are more or less in the same range of reduction. If we miss Quieter tyres in the different combination of scenarios, that bring almost nothing to the 'original' scenarios.
- Without further lowering of the tyre limits, the effect of reducing further reduction of the limit values is very quietly limited. Lowering of tyres limits was not in their hands when they made this study. They focused their proposals on scenarios A and B without need to go beyond the Phase 3 limit values.

- Recommendation is first to take into account the tyres.
- Scenario F 'Quieter tyres' with -3dB(A) for tyre has to be considered for all classes of tyres → this point has to be checked.
It was reminded as demonstrated in OICA/ACEA & ETRTO studies that not only rolling sound has to be considered for tyres, but also other safety & environmental performances.
- Scenarios A & B are the most realistic scenarios. These scenarios have been considered with Phase 3 limits and based on statistics in Germany TA data (new registered type vehicles), and the NL (based on the feet in the NL). For details on statistics, please refer to the EC report itself.
- For tyres, it is important to consider the interaction between tyres and roads, and not only the tyres alone.
- It has been reminded other studies already presented in this group especially for the 'immediate' impact of road surface on ambient noise (up to -8dB(A)).
- Mandate for this study was for vehicles 'only' (especially driving behavior or manipulation are out of the scope of this study). From Type-Approval data, ISO test tracks have been considered.
- For 'normal' cars, additional phase 3 limit values reduction will have no influence in real life.
- For HCV, it has been reminded an existing document GRB-53-17/Slide 19 which explains TA vs. representative family vehicles for heavy vehicles with huge variation between different types of vehicles which all have to comply with the requirements.
- Better impact with scenario F 'Quieter tyres' is not a surprise, and also with impact on CO₂.
- Other possibilities as the classic ones (as engine, ...) are possible → All looks to the other road/vehicle/tyre aspects are important to know which will have the better impact → other scenarios should be considered as
 - the speed in urban area,
 - driving style as aggressive behavior or different modes available on vehicles (with for instance recording by the vehicle and fine accordingly),
 - manipulation,
 - flap system (it has been reminded that the flap system is not used only for noise purpose but also for CO₂ reduction vs. air flow in exhaust systems (space in vehicle and weight)),
 - roadside checks,
 - cap system,
 - single events so irritated for 'urban people'
→ need to go wider in our work.
- Nevertheless, how to proceed for scenarios not under Type-Approval process? This is an issue.
- In OICA/ACEA/ATEEL study have been considered:
 - Market penetration of the different phases with potential improvement but slowly due to the low penetration market of new vehicles (-0.7dB(A))
 - xEV impact only for low speed then tyres noise becomes again predominant
 OICA informed the group that a review of the EC study linked to the OICA/ACEA/ATEEL will be provided (a lot of points are aligned in both studies) and expected to have a clear evaluation for next GRBP-76 in September 2022 (CBA excluded from this ongoing analysis due to confidentiality rules in ACEA).

Conclusion: a 'in-depth' presentation of this study will be done by the EC with the support of their consultants at the next TFVS-10.

b. **L vehicles** (Idiada)

- i. Link to the official report: not yet available
- ii. *General discussion*

General discussion mainly on the status of the publication of the EC study for L-categories vehicles.

Conclusion:

- *Ms. Stoyanova will check the status of the publication and will share information with the group*
- *an 'in-depth' presentation of this study will be done by the EC with the support of their consultants at the next TFVS-10.*

b. **(Japan) Further details of vehicle noise issue and reviewing process in Japan**

→ Results of the simulation studies on reducing automobile noise by tightening regulations on accelerated driving noise for four-wheeled vehicles

Presentation from document [TFVS-08-04 Rev.1](#) by Mr. Mahito Moriyama (Env. Control Technology Office-Ministry of Env.), Mr. Fumio Ito (Ministry of Land, Infrastructure, Transport and Tourism (MLIT)) supported by Mr. Hiroshi Koike (JARI).

This study aims to check the effectiveness of the introduction of the Phase 3 limits in Japan by using a prediction model.

In this document are explained:

- *The method and conditions for predictive calculations,*
- *Field surveys on traffic flows and road traffic noise,*
- *Result of impact prediction.*

Calculations were done as if the Phase 3 were applied to all vehicles on a dense asphalt pavement.

The model takes into account a traffic flow prediction including driving condition of each vehicle. Then noise is split between power unit and tyre/road treated as individual sound sources to make calculations up to the L_{Aeq} .

The frequency distribution of noise sources has been done for Phase 2 & Phase 3.

*For the **field surveys**, 3 types of sites according to the traffic conditions have been defined. For each site (near intersection & in cruising section), hourly traffic volume, speed and L_{Aeq} have been measured per time zones.*

As result of this prediction, the comparison has been done between Phase 2 and potential Phase 3 for each of the 3 types of sites defined taking also into account the distribution of the noise between the Power Unit and Tyre/Road for LDV.

The road traffic noise L_{Aeq} reduction by applying the Phase 3 varies from -0,3 to -8,8dB(A) according to the daytime vs. nighttime & the noise distribution PU/Tyres.

Conclusion: *Due to the noise reduction effect expected, the introduction of Phase 3 has been decided by the Expert Committee and will be submitted for public comments before submission to the Central Env. Council for adoption.*

Japan stressed the importance of such a study associated to a technical report regarding the effectiveness of any new regulation/requirement before its submission to GRBP and requested to highlight this point in future Status report of this TF-VS to GRBP.

DISCUSSIONS:

- *The JARI model can also consider the evolution of the road surfaces due to its wear (road service) even if not included for the time being.*
- *Road surface used in this study is representative of the Japanese roads.*
- *Slide 11, distribution of noise between Power unit and tyre/road noise: for HDV, $\Delta L_{Tyre}=0$ means no contribution of tyres. So if reduction of the overall noise level, then all has to be done on the*

power train. Here this is an assumption, this will have to be confirmed for Phase 3. Tyres have contribution on L_{Urban} (~20%) but here this is an assumption for reduction. Tyres noise contribution seems to be less in Japan than in Europe.

- Slide 10:
 - o recalculation from ISO to DAC road surface. In this study 13mm shipping size DAC asphalt concrete has been used, which is really typical/representative of road surfaces in Japan.
 - o What would it be the difference if rather than to use the reduction of Phase 3 limit values, they change the shipping size of the road surfaces ('better roads') as 8 or 11mm? → direct comparison of road surfaces between Europe & Japan is difficult (SMA surfaces in Europe) – this is why it is important to be able to make calculations to convert ISO road surface to typical national road surfaces.
- For the time being, the distribution between ICE & xE/electrified Vehicles has not been considered in this study but Japan plans also to analyze this aspect which will become important in the future.

Conclusions: *Mr. Ficheux suggested:*

- *to the group to have a depth look in this presentation for any additional information/ comments/ questions during our next TFVS-10, and*
- *to Japan to present this very good study at next GRBP-76 in September 2022,*
- *to Secretary, in future Status report of this group to GRBP to mention the need of this kind of study before any decision at GRBP level.*

c. (UK) UK research project - methods and equipment available for the detection and enforcement of excessively noisy road vehicles

Presentation by Mr. Mike Levet from UK department of transport to introduce their plans of research into the use of noise cameras.

Introduction:

- *We are conducting a three-part research project into ways of enabling more effective enforcement of excessive vehicle noise. The objective being to provide local authorities or the police with enforcement tools capable of identifying noisy vehicles (including vehicles fitted with illegal exhausts or drivers revving engines unnecessarily) from the roadside and capturing sufficient evidence for prosecution, potentially.*
- *Our focus is on single events of excessive vehicle noise, and illegally modified vehicles.*
- *Hope to publish full results of the work early 2023.*

The ongoing work is split in 3 parts:

1. **Defining excessive noise** → *identification of a series of simple guideline noise threshold including tolerances. They also explore the possibility for having a noise threshold dependent on the speed limit. These limits need to be compatible with Type-Approval process.*
2. **Track testing** *of noise cameras including investigation of the impact of convoys creating quite complex situations. A frame will be needed for police and local authorities.*
3. **Roadside trials** *linked to an amount of seasonal variations and modified vehicles to check the effectiveness of the noise cameras in different urban & rural environments to:*
 - o *test out the technology in real conditions,*
 - o *find out how they can interface with signs and road furniture and electrical connections in UK*
 - o *allow police and local authorities to gain some experience and confidence in using these noise cameras which may encourage uptake in the future.*

No data available for the time being but they hope to have some data available in the coming months.

DISCUSSIONS:

- *Noise cameras could allow to tackle problem from single event not only for noise emissions but also for exhaust emissions.*

- It was suggested to think if it would not be now the good time to separate discussion between type-approval of vehicles/limit values, manipulation/behaviors and roads.
- Introduction of panels displaying the sound measurement (as for speed limits) could be a good solution to reflect the noise measurement and stimulate people regarding the effect of their behaviour. Not necessarily with a fine, but at least information.
Maybe the good time for our TF to sort what needs to be done in our group that deals with the limits of new vehicles, and what needs to be done on the road, against manipulation and aggressive driver's behaviors.
- The idea of having a general limit linked to the speed and perhaps the category of the vehicle with measurement by a noise radar to give information you are too loud. Similar approach in the US (75dB at 50m without questioning from which item is the noise coming), only to say you are too loud.
- Different levels/threshold of noise depending for instance on speed is an interesting approach.

Conclusion: *Mr. Levet will come back to the group when data will be available in a few months.*

d. (IMMA) IAI-Acustica-TUG study motorcycles

Presentation by IMMA/ACEM supported by Mr. Simon Godwin (Impact Assessment Institute IAI), Simon Shelton (Acustica) and Mr. Hans-Jürgen Schacht (TU Graz/FVT) from document TFVS-08-07 and TFVS-07-09.

An initial presentation was done by IMMA during our previous TFVS-07 session.

During this TFVS-08 session, IMMA's consultants gave a more elaborated presentation with more details.

Mr. Godwin started the presentation from document TFVS-08-07 with support of Mr. Schacht who gave additional explanations on Slide 11 from document TFVS-08-09.

Overview of the project:

- Expert review and reassessment of cost benefit analysis for Euro 5 L-category noise emission
- Consortium comprising expertise in scrutiny, noise and traffic modelling
- Objective analysis of the 2017 CBA
- Reassessment using new data (Noise Source Ranking tests by TU Graz)
- To draw on ACEM (and other) expertise and inputs

From general comments on CBA and **calculation framework** based on CBA methodology divided in 8 packages, comparison figures and tables were shared for a 2dB(A) reduction simulation between IAI (based on UK, Danish and Swedish Dose-Response curves (= societal cost per dB)). No such curves were available for South-EU & EC CBA. (The 2017 EU COM CBA divided their calculations into North & South. One of the main differences is the traffic flows (=n° of MC's on the road at any time of day), The IAI study revised the traffic flow rates for both North & South EU (especially the 2017 South EU flow rates were over-estimated and implausible). For societal cost, the 2017 EU COM used the same cost per db for both South & North EU, this based on 2003 data. The DK, S & UK data is more recent (2015), but also much more aggressive (more cost per db).).

In addition, some **tests (L_{urban} & ASEP)** have been conducted on 2 different test tracks with 8 different L-categories vehicles covering different PMR, engine capacities, transmissions, number of cylinders, silencer ... in acceleration & cruising and to make possible to identify the noise sound according to the source (The 'noise Source Ranking not only focused on engine & silencer, but also on intake and driveline (chain, transmission): for some tested vehicles, the intake or driveline noise could exceed the exhaust or engine part) (minimum of 128 rounds per vehicle).

- Test method & results are described in detail in document TFVS-08-09.
- Results are different according to the 'size' of the vehicles showing that the possible actions to reduce noise emissions & associated costs can be significantly different according to the type of vehicle and its 'status' (acceleration vs. cruising).
- A 5dB(A) reduction appears impossible without a complete redesign & huge costs (not only for big MC's, it's actually even "more impossible" for smaller ones, the statement below under "NSR testing" is OK).

Summary & main findings:

- Total EU benefits of a 2 dB limit reduction from 2025-2045: €868m (CBA €667m)
- Total EU costs of a 2 dB limit reduction from 2025-2045: €1061m (CBA €306m)
- Benefit/cost ratio with primary assumptions: 0.82
 - Range from below 0.5 to above 2.0 according to other assumptions
- Scenarios for benefit/cost ratio (separate variations on above ratio):
 - Excluding tooling and testing costs: 1.32 (1.04 with new data)
 - Using Swedish / Danish dose-response: 2.1 / 0.72
 - Adjusting for GDP per capita: 0.60 (this “adjustment per capita” was an attempt to modify the available cost/dB figures of North-EU for use for South-EU)
 - EV penetration to 100% by 2045 0.49
- Single event analysis: incoherent analysis in 2017 CBA. Average sound level analysis above offers consistent and repeatable results.
- NSR testing:
 - NB: additional weight from different covers up to 35kg
 - The reduction potential for small vehicles is lower than for big vehicles, but in all cases an OEM would need to work on several different sources in order to achieve a 2 dB(A) reduction of the L_{urban} values.
 - 5 dB limit reduction would require significant intervention on many vehicle systems, likely being out of range for smaller vehicles and questionable feasibility for larger vehicles

DISCUSSIONS:

- In Slide 28, comparison of dose-response curves (EC, NL, SW, D, UK) with significant increase in valuation of benefits of those used in the new study (UK, S, DK) compared to the values used in the 2017 EU COM study. The UK curve was considered the most credible (primary dose-response curve) because based on the most sound data and assumptions.
- The 2 dB(A) reduction has been considered per subcategories (small vs. large vehicles) with high impact of the status of the vehicle (cruising vs. wide open throttle which can be completely different from one vehicle to another one). This has to be considered per category of vehicles. A limit value has to be considered per type of vehicle.
- For customer, the performance of the vehicle remains important. In a more general way, anti-manipulation/cheating and driver behaviours have to be taken into account to find ‘well-balanced’ solutions (rather than limit values) with a much more significant effect in real life.
- Request for getting data especially for manipulated vehicles worldwide or per region with their accuracy
 - For instance, in Germany roadside checks are under the responsibility of each ‘Länder’ and more than 50% of the fines comes from manipulated vehicles.
 - Mr.Desplenter from IMMA will try to collect these data and will share them if enough robust.
- It was also reminded, there are several ways to manipulate vehicles: either through aftermarket silencer (which should be equivalent to the original one for noise) or manipulation of the existing silencer. That means it is quite difficult to know how many motorcycles are fitted with illegal or manipulated systems. In addition, rider’s behaviour is really important.
- Smaller vehicles are less frequently manipulated than the bigger ones.
- It will be very difficult to find good measures to reduce the noise of motorcycles. Some restrictions/displays could also be introduced on roads themselves as in Austria, not only for a fine but also to inform and make aware the rider of the situation related to the noise emissions from his vehicle.
- ASEP 1st step will already bring improvement in the future and the 2nd step is under consideration to go further.

Conclusion:

- To be followed when the EC study will be published
- Ms.Stoyanova will inform the group as soon as the EC study will be published.

e. **(IDIADA) LEON-T Project – Low particles Emissions & IOW Noise from Tyres: status report**

Presentation from document [TFVS-08-08 Rev.1](#) by Mr. Juan Garcia from IDIADA (leader of the consortium sponsored by the EC).

Mr. Garcia explained the context of this 'collaborative' Project due to health effects of air particles including tyre wear particles & noise with the aim to get recommendations to limit the contribution of tyre-road interaction to microplastics in the environment, to airborne particles and to traffic noise. They want to work on understanding of the methodology to quantify the particles emissions of tyres in general and explore a little more the effect of noise especially for heavy duty tyres in the sleeping of people.

Generation of noise and effect on health have to be better understood.

How much particles from tyres are generated by interaction with roads have to be quantified. A procedure has to be elaborated accordingly.

Main axes of work:

- *Correlate particle emissions lab and road tests*
- *Standardization of test setup for tyre abrasion rate measurement*
- *Environmental dispersion of tyre-generated microplastics – assessment of the percentage of particles in the environment*
- *Health effects of exposure to tyre-generated noise especially for sleeping time with high potential for C3*
- *Low noise, low rolling resistance truck tyre – airless tyres for C3 with currently 2 prototypes available for collection of data*
- *Mitigating policy measure*

8 Work Packages have been identified by the consortium accordingly with a leader for each of them:



The target is to finish the work by May 2024 (3 years).

DISCUSSIONS:

- Single events during nighttime included in this study – based on studies from INSA, they have recreated real traffic scenarios in line with real life (motorways & high-speed roads nearby communities with realistic sounds which could be heard at different distances of motorways) – transition due to different density of traffics are included due to acceleration of vehicles but always in the context of high speed tracks.
- Different concepts of airless tyres are considered. Only one tyre manufacturer for C3 in China.
- Conservation of road is really important because of interaction road/tyres → The tests will be done on real roads (different types of roads) and their characteristics will be recorded. One representative pattern is defined. Overall particles generation and the size of particles will be evaluated for any tyres. But impact of road on tyres is not included in this study.
- This study could have been used to make the link between tyres abrasion & noise.
- They want to assess something difficult to assess due to its complexity, the risk for people because of their bad sleeping depending of their exposition to the noise linked to tyres.

Conclusion: *it would be useful to also have this good presentation in the new UN TF-TA (Tyre Abrasion) chaired by France & EC (kick-off scheduled on April 28, 2022).*

f. ACEA/ETRMA/ETRTO → information

Presentation by Mr. Mohit Tyagi Technical director at ACEA among others for Noise issues. A position paper – EU legislation on road traffic noise on noise abatement & environmental noise has been published in collaboration by ACEA & ETRMA/ETRTO to suggest key recommendations. <https://www.acea.auto/publication/position-paper-eu-legislation-on-road-traffic-noise/>

For Noise abatement, the associations call for:

- The systematic use of low-noise road surfaces, particularly in noise hotspots;
- A stronger focus on the potential for noise abatement when planning traffic flows;
- The use of all types of new technologies to minimize noise propagation in urban environments;
- A reduction in single-event noise peaks, including a consistent control of illegal modifications of vehicles and/or their components, and of antisocial driving behavior.

For Environmental noise, the paper argues that:

- Measures that reduce environmental noise should be reflected in environmental noise assessment tools (noise mapping). This includes progress in technology at the source;
- The accuracy of noise measurement should be recognized as a tool to better enforce regulatory provisions.

g. Evaluation of vehicle noise emissions individually motor vehicles circulating in Brussels-capital region

Presentation by Ms. Silvani of a study found on internet regarding noise measurement in Brussels from document TFVS-08-07.

Links are available in the presentation [Bruxelles teste et met en œuvre de nouvelles technologies pour lutter contre le bruit du trafic routier... | Bruxelles Environnement](#)

The summary of the study and the full report are available only in French and Dutch.

The document TFVS-08-07 is a translation of the summary of the study found on internet.

In addition to the assessment of the air pollutant emission, this study aims also to carry out noise level measurement at the crossings of some of these vehicles, in a situation of acceleration and moderate speed.

In this study, the context is reminded (64% of the population exposed to an average L_{DEN} above 55dB(A).

For each vehicle measured closed to 2 roundabout, have been collected speed, acceleration, model & type of vehicle, year of entry into service, ...

Some of the key results:

- *the effectiveness of the reduction of the speed and the high impact of the driver's behaviour on noise level.*
- *The year of entry into service of vehicles has no influence on the noise emitted*
- *Compared to M1 vehicles:*
 - *N1 have similar or higher emissions of 1dB*
 - *L3e, 3 to 4dB*
 - *N2/N3, 7 to 8 dB*
- *Addition measures are needed for electric vehicles which can be noisier than 'standard' cars.*

DISCUSSION:

- Several points as methodology and some of the conclusions need to be clarified.
- The new round of noise mapping is ongoing with the new methodology with a lot of consultants and public authorities in Europe using for the 1st time the new databases on acceleration, deceleration effects, or roundabouts, effects of different road surfaces, effects of different vehicle categories to ensure that parameters are correct
→ a meeting in the coming months between EC and the group of noise experts could be the opportunity for asking to all over the Member States if they aware of other studies. Then for instance by the end of this year, we could try to collect all this information and to have a kind of

database with the links to the various studies. And maybe during following meetings, we could already have some presentations.

Conclusions:

- the group supports to try to have a presentation by the authors of this study during one of our future meeting.
- Try to get information from EC MS regarding other national studies.

h. **Any other national information** → No additional information

5.	<p>Cross-matrix Work of the subgroup: status & next steps</p>	<p>TFSL-01-05 Rev.1 TFSL-02-07 TFVS-04-14 TFVS-05-06 (expl.) TFVS-06-05 (Tbl.) TFVS-07-05 (Tbl.) TFVS-07-08 (expl.) TFVS-07-13 (NL) TFVS-08-06 (*)</p>
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Presentation by Mr.Steven from document TFVS-08-06 based on last meeting on March 31, 2022.

The works are still ongoing. The idea is to have maybe 5 scenarios. It will not be possible to take into account all the specificities per country because of the need for harmonization and starting the work asap. Here we have good starting points, and the scenarios as proposed offer a good range (especially with the 2-lane main streets and different traffic speeds) to go further.

Then it should be possible to draw the first conclusions from these scenarios and then see whether we need to review them.

Next meeting of the sub-group scheduled on April 22, 2022.

Conclusion : The subgroup will come back on this subject at the next TFVS meeting.

6.	<p>Guidelines of the taskforce: approved at the 03rd session → to be followed at GRBP-74 in September 2021</p>	<p>TFSL-03-03 Rev.1 TFVS-04-05 GRBP-74-03 Rev.1</p>
7.	<p>GRBP Status report preparation → GRBP-75-32</p>	<p>TFVS-04-07 → GRBP-74-39 TFVS-07-06</p>
8.	<p>Any Other Business ?</p>	

No other topics discussed during this 08th Session.

9.	<p>Next meeting(s)</p>	
<p>- 09th Session on May 24, 2022 (Hybrid in Brussels ACEA Office (will be required ID card + to access to the parking, registration number of car at least one week before) → information to be sent to Ms.Véronique HEURBEVAL at ACEA vh@acea.auto Following table to be filled and sent to Mr.Heurbeval.</p>		
Family Name		
First and Middle Name		
Organization Name		
Date of Visit		
Meeting Name (WG / TF / EG or any other)		
ACEA Responsible Director		

<p>Car park access required, if yes- please mandatorily provide car registration number, to be provided two days in advance! <i>(Limited car parking, Entrance to the garage parking is on 50 rue Breydel, 1000 Brussels)</i></p>		
<ul style="list-style-type: none"> - 10th Session on July 12, 2022 (hybrid in Paris tbc.) - 11th Session on September 13, 2022 (hybrid in Geneva tbc.) 		
10.	Adjourn	
<p>Mr. Ficheux thanked the participants for all very good & interesting presentations, as well as very fruitful discussions.</p>		

All documents of this TF-SL are/will be available via the [UNECE website - Task Force on Sound Limits \(TF-SL\)](#).