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Working Party on Noise

Fifty-fifth session

Geneva, 7-9 February 2012

Report of the Working Party on Noise on its fifty-fifth session (7-9 February 2012)

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I. Attendance

1. The Working Party on Noise (GRB) held its fifty-fifth session from 7 (afternoon) to 9 (morning) February 2012 in Geneva. The meeting was chaired by Mr. Ch. Theis (Germany). Experts from the following countries participated in the work following Rule 1(a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690 and Amend.1): Belgium; Canada; Denmark; China; France; Germany; Hungary; India; Italy; Japan; Netherlands; Norway; Poland; Republic of Korea; Russian Federation; Spain; Sweden; Switzerland; Turkey; United Kingdom of Great Britain and Northern Ireland and United States of America (US). Expert from the European Commission (EC) participated. Experts from the following non-governmental organizations also participated: European Association of Automobile Suppliers (CLEPA); International Motorcycle Manufacturers Association (IMMA); International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA). Upon the special invitation of the Chair, experts from the following non-governmental organizations participated: European Tyre and Rim Technical Organization (ETRTO); International Motorcycling Federation (FIM); World Blind Union (WBU).

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRB/2012/1

2. GRB considered and adopted the agenda ECE/TRANS/WP.29/GRB/2012/1, including new agenda items 15, 16 and 17.

III. Regulation No. 41 (Noise of motorcycles) (agenda item 2)

Documentation: Informal document GRB-55-08

3. GRB noted GRB-55-08, tabled by the expert from the Russian Federation, with the purpose of providing harmonized definitions on vehicle type concerning noise, the terms noise and sound. GRB expected similar proposals of revision to others UN Regulations under its responsibility. The secretariat was requested to distribute GRB-55-08 with an official symbol for consideration at the September 2012 session of GRB.

IV. Regulation No. 51 (Noise of M and N categories of vehicles) (agenda item 3)

A. Development

4. GRB noted that no new proposal was available to update the ISO references to the Regulations under its responsibility. GRB agreed to defer discussion under this agenda item at its September 2012 session.

B. New sound limit values

Documentation: ECE/TRANS/WP.29/2012/2, ECE/TRANS/WP.29/GRB/2012/3
Informal documents GRB-55-01, GRB-55-04, GRB-55-05-Rev.1,
GRB-55-07, GRB-55-09, GRB-55-10, GRB-55-16, GRB-55-18 and
GRB-54-03

5. The expert from Norway gave a presentation (GRB-55-07), showing the study results of the TNO report commissioned by the European Commission on vehicle noise limit values, performed by the project group of noise of the conference of European directors of roads (CEDR). As a conclusion of this study, CEDR suggested more stringent noise limits for new vehicles. The study received several comments. The expert of OICA argued that consumer costs on further noise abatement are compared to industry costs for measures on vehicles noise reduction and the expert from EC suggested considering not only economical aspects but on a broader basis.

6. The expert from EC presented the new EC legislative proposal (GRB-55-16) on reducing noise emissions from motor vehicles. He suggested that to overcome the different national/regional political priorities on noise, the discussion on new limits should be focused on the mutual recognition principle, i.e. the vehicle having to comply with the lowest noise level would be accepted everywhere. He added that before taking a position on new limits for UN Regulation No. 51, the European Union (Commission, Parliament and member States) would have to agree internally on acceptable emission levels. He proposed to report, at each GRB session, on the progress made at EU level and invited other Contracting Parties to do the same for the discussion they were carrying internally on implementing UN Regulation No. 51 with new noise limits. GRB assumed that the EC proposal was incorporating the consolidated version of UN Regulation No. 51 at its latest stage of amendments. However, the expert from OICA underlined that some differences between UN Regulation No. 51 and the EC proposal were noted. Since the nature of these differences were not clear, GRB experts expressed the wish to verify if these changes were editorial or substantial. Finally, GRB agreed to resume discussion on this matter at its September 2012 session and noted that the EC proposal was available at:

http://ec.europa.eu/enterprise/sectors/automotive/documents/proposals/index_en.htm#h2-1

7. The expert from Japan made a presentation (GRB-55-10) to introduce GRB-55-01 as an alternative proposal of new limits to GRB-54-03. The proposal received some comments. GRB agreed to resume discussion on this subject on the basis of a concrete proposal of amendments to UN Regulation No. 51 tabled by the expert from Japan.

8. The expert from China introduced GRB-55-05-Rev.1 proposing amendments (GRB-55-04) aimed at revising the definitions of the "pre-acceleration", "reference point" and the "specific test conditions" for vehicles. The expert from ISO supported in principle the proposal, in line with the latest revision of ISO Standard 362, pending a study reservation on the specific test conditions. GRB agreed to resume discussion on this matter at its September 2012 session on the basis of a revised proposal prepared by the expert from China in collaboration with the expert from ISO.

9. The expert from OICA presented GRB-55-18 introducing draft transitional provisions of the 03 series of amendments to the UN Regulation No. 51 (GRB-55-09). However, GRB did not support the proposal because it was not in line with the Revision 2 to UN Regulation No. 51 and with the general guidelines on transitional/administrative provisions (ECE/TRANS/WP.29/2011/152). The expert from OICA withdrew GRB-55-09 and GRB offered to make a proposal based on Revision 2 of Regulation 51 and the general guideline at its September 2012 session.

10. GRB noted ECE/TRANS/WP.29/GRB/2012/2 and ECE/TRANS/WP.29/GRB/2012/3 tabled by the experts from the Netherlands and OICA. The expert from OICA clarified that ECE/TRANS/WP.29/2012/2 was aimed at reflecting the latest stage of amendments agreed by GRB including the proposal of 03 series of amendments to UN Regulation No. 51, while ECE/TRANS/WP.29/GRB/2012/3 was proposing further changes to ECE/TRANS/WP.29/2012/2. GRB noted that the two proposals were not based on the latest stage of amendments agreed by GRB but rather on TRANS/WP.29/GRB/2005/2/Rev.2 superseded by TRANS/WP29/GRB/2005/5 (see TRANS/WP.29/GRB/40, para.7). The expert from OICA explained that the amendments made by GRB in TRANS/WP29/GRB/2005/5 were needed to introduce the monitoring phase into the Regulation and do not reflect the latest state of agreement with respect to the development of the new test method as a series 03 of amendments for UN Regulation 51. GRB agreed to resume discussion on this subject at its September 2012 session on a revised proposal based on the Revision 2 of UN Regulation No. 51 (E/ECE/324/Rev.1/Add.50/Rev.2–E/ECE/TRANS/505/Rev.1/Add.50/Rev.2), voluntarily prepared by the expert from OICA.

11. GRB agreed with the suggestion by the expert from the United Kingdom to amend paragraph 6 of the report ECE/TRANS/WP.29/GRB/52 of the previous GRB session as follows:

"... Moreover, the expert from the United Kingdom also supported ~~the proposal and underlined that~~ the longer time period between stages ~~was welcome on the condition of~~ **with** respect to the high power sport cars where platform life is longer than conventional cars..."

C. Additional sound emission provisions

Documentation: ECE/TRANS/WP.29/2011/64

12. GRB noted that no new information had been given under this agenda item.

V. Regulation No. 59 (Replacement silencing systems) (agenda item 4)

Documentation: Informal documents GRB-55-11 and GRB-55-17

13. The expert from CLEPA introduced GRB-55-11 concerning the results of a test performed by his organization on additional sound emission provisions (ASEP) of exhaust replacement systems. Moreover, he gave a further presentation (GRB-55-17) showing that as an outcome of the test, two possible alternatives were possible to settle ASEP within UN Regulation No. 59: (i) test should only apply for replacement systems with the same acceptance criteria as for original equipment by using test method A or B or (ii) test should be carried out back to back to original equipment and replacement system. Most of GRB experts stated that it was too premature to indicate the most appropriate alternative. GRB agreed to resume discussion on this subject on the basis of a concrete proposal prepared by the experts from the Netherlands and CLEPA.

VI. Regulation No. 92 (Replacement exhaust silencing systems for motorcycles) (agenda item 5)

14. GRB noted that no new information had been given under this agenda item.

VII. Regulation No. 117 (Tyre rolling noise and wet grip adhesion) (agenda item 6)

Documentation: Informal document GRB-54-12-Rev.1

15. Referring to the report of the September 2011 session of GRB (see ECE/TRANS/WP.29/GRB/52, para. 12), the Chair of GRB clarified that GRB-54-12-Rev.1 adopted at its September 2011 session, will not affect the existing test methods but will rather constitute an alternative to improve the accuracy of the deceleration method. The expert from ETRTO confirmed the clarification of the Chair. The expert from France supporting the adoption by WP.29 of GRB-54-12-Rev.1, expressed the need of detailed elaboration of the concept of tyre deceleration ($d\omega/dt$) in the test technology. The expert from the Russian Federation informed GRB about the initiative made by experts from his country to ETRTO to create a task force of industry experts on deceleration test; to further consider the test method development. The expert from the Russian Federation announced his intention to keep GRB informed about this initiative at its future sessions.

VIII. Collective amendments (agenda item 7)

A. Regulation Nos. 41, 51 and 59

16. GRB agreed to defer discussion on this agenda item to its September 2012 session, awaiting a concrete proposal from the expert of the Netherlands to harmonize the terminology used in the Regulations concerned.

B. Regulation Nos. 9 and 63

Documentation: Informal documents GRB-55-02, GRB-55-03 and GRB-55-15

17. The expert from EC presented GRB-55-15 informing GRB about the proposal for a EU Regulation of market surveillance and approval of L-category vehicles adopted by EC on 4 October 2010 and currently scrutinized by the legislators (Council of Ministers and EU Parliament). Concerning sound requirements, GRB noted that EU was ready to start accession process to UN Regulation No. 41 for L category. Furthermore, EU would apply UN Regulation Nos. 9 and 63 once they were aligned to UN Regulation No. 41.

18. Accordingly, the expert from IMMA introduced GRB-55-02 and GRB-55-03 amending respectively UN Regulation Nos. 9 and 63 proposing new requirements for improved noise control of motorcycles and anti-tampering measures (aligning to the 04 series of amendments to UN Regulation No. 41). He added that provisions for hybrid and electric vehicles would be included in a second phase of revising the two UN Regulations. The expert from Italy supported the proposals.

19. GRB agreed to resume consideration of this subject at its next session in September 2012. For this purpose the expert from IMMA was invited to resubmit to the secretariat in due time GRB-55-02 and GRB-55-03 in the new format for documents that was mandatory since 1 July 2010 (ECE/TRANS/WP.29/1085, paras. 9 and 18). Moreover, the Chair invited the expert from EC to prepare a proposal introducing anti-tampering requirements into UN Regulation No. 92.

IX. Exchange of information on national and international requirements on noise levels (agenda item 8)

Documentation: Informal document GRB-55-13

20. The expert from Japan introduced GRB-55-13, showing the schedule of introduction in his country of new requirements for improved noise control of vehicles and motorcycles. GRB agreed to resume consideration on this matter at its next session and expected to receive information on similar initiatives in progress in other countries.

X. Influence of road surface on tyre rolling sound emissions (agenda item 9)

21. GRB noted that no new information had been given under this agenda item.

XI. Quiet road transport vehicles (agenda item 10)

Documentation: Informal documents GRB-55-12-Rev.1 and GRB-55-14

22. Referring to the discussion (ECE/TRANS/WP.29/1093, para. 140) held during the November 2011 session of the Executive Committee of the 1998 Agreement (AC.3), the expert from the United States of America introduced the terms of reference (ToR) of the revised mandate of the informal working group on Quiet Road Transport Vehicles (QRTV) (GRB-55-12-Rev.1). He indicated that his country and Japan had volunteered to ensure the technical sponsorship, with the United States of America chairing the informal working group under GRB. He also informed GRB that the EU was also invited to co-sponsor the UN Global Technical Regulation (UN GTR). Some experts suggested that the terms of reference of the informal working group should have open the possibility to include broad technology solutions if they would be available in the future. Finally, GRB agreed with the Chair's suggestion that the ToR of the informal working group would cover only GRB expertise and that only AC.3 would eventually revise its mandate. GRB adopted the ToR, as reproduced in Annex II to this report. The GRB Chair expressed his intention to seek the consent of WP.29 and AC.3 at their March 2012 sessions.

23. The Chair of the informal working group on QRTV reported on the conclusions of the last meeting of the informal working group held in Geneva on 6-7 February 2012 and announced that his group's mandate expired. He introduced the final report of the informal working group including the findings and recommendations with regard to the future development of a UN GTR that would specify the applicability and performance of an Audible Vehicle Alerting System (AVAS). He underlined how audibility requires, inter alia, an alerting signal that contains frequencies different from those of most common ambient noise in order to avoid masking effects. In fact, he added that audibility of QRTV for visually impaired people was critical even in a quiet environment. GRB experts noted some comments. GRB agreed on some amendments to the report of the informal working group that were introduced in its final version (GRB-55-14).

24. GRB agreed to resume discussion of this agenda item at its September 2012 session, and requested the secretariat to distribute GRB-55-14 with an official symbol, awaiting the outcome of the informal working group on QRTV.

XII. Definitions and acronyms in Regulations under GRB responsibilities (agenda item 11)

25. It was agreed to defer discussion on this subject to its next session. In the meantime the expert from OICA confirmed her intention to submit a proposal on this matter to the September 2012 session of GRB.

XIII. Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (agenda item 12)

Documentation: Informal document GRB-55-06

26. The expert from the Russian Federation introduced GRB-55-06 aimed at updating the Consolidated Resolution on the Construction of Vehicles (R.E.3). The expert from ISO offered cooperation to improve the proposal. GRB agreed to resume consideration at its September 2012 session and requested the secretariat to distribute GRB-55-06 with an official symbol.

XIV. Environmentally friendly vehicles (agenda item 13)

27. GRB noted the discussion on this subject was held at the November 2011 session of WP.29 (see ECE/TRANS/WP.29/1093, para. 92) and that the fifth international environmentally friendly conference would be held in Baltimore (Maryland, United States of America) on 10-12 September 2012.

XV. Other business (agenda item 14)

28. GRB was informed that the UN policy segment on Intelligent Transport Systems in the framework of the seventy-fourth Inland Transport Committee, will be held in Geneva on 28 February 2012 in the Palais des Nations, Geneva. GRB experts were to participate at the event: www.unece.org/trans/theme_its/un_policy_segment.html

XVI. Election of officers (agenda item 15)

29. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690 and Amend.1), GRB elected its officer on Tuesday afternoon. Mr. S. Ficheux (France) was unanimously elected vice-Chair of GRB for the sessions scheduled in 2012.

XVII. Tributes (agenda item 16)

30. Learning that Mr. K. Feith would no longer participate in future sessions of GRB, the group acknowledged his valuable contribution to the work of GRB and wished him all the best in his future activities.

XVIII. Provisional agenda for the fifty-sixth session (agenda item 17)

31. The following provisional agenda was adopted for the fifty-sixth session of GRB, scheduled to be held in Geneva from 3 (starting at 2.30 p.m.) to 5 (concluding at 5.30 p.m.) September 2012:

1. Adoption of the agenda.
2. Regulation No. 41 (Noise of motorcycles): Development.
3. Regulation No. 51 (Noise of M and N categories of vehicles):
 - (a) Development;
 - (b) New limit values;
 - (c) Additional sound emission provisions.
4. Regulation No. 59 (Replacement silencing systems).
5. Regulation No. 92 (Replacement exhaust silencing systems for motorcycles).
6. Regulation No. 117 (Tyre rolling noise and wet grip adhesion).
7. Collective amendments:
 - (a) Regulation Nos. 41, 51 and 59;
 - (b) Regulation Nos. 9 and 63.
8. Exchange of information on national and international requirements on noise levels.
9. Influence of road surface on tyre rolling sound emissions.
10. Quiet Road Transport Vehicles.
11. Definitions and acronyms in Regulations under GRB responsibilities.
12. Proposal for amendments to Consolidated Resolution on the Construction of Vehicles.
13. Environmentally Friendly Vehicles.
14. Other business.
15. Election of officer.

Annexes

Annex I

List of informal documents (GRB-55-...) distributed during the session

<i>Symbol Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
1 Japan	3(b)	E	Japanese Position on new limit values for 03 series of amendments to UN Regulation No. 51	(a)
2 IMMA	7(b)	E	Proposal for amendments to UN Regulation No. 9	(b)
3 IMMA	7(b)	E	Proposal for amendments to UN Regulation No. 63	(b)
4 China	3(b)	E	Proposal for amendments to UN Regulation No. 51	(a)
5/Rev.1 China	3(b)	E	Discussion for limit values to Regulation No. 51	(a)
6 Russian Federation	12	E	Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (Revision 2)	(b)
7 Norway	3(b)	E	CEDR Project Group Noise Value for Money in Noise Abatement	(a)
8 Russian Federation	2 and 11	E	Proposal for amendments to UN Regulation No. 41	(b)
9 OICA	3(b)	E	Proposal for draft 03 series of amendments to UN Regulation No. 51	(a)
10 Japan	3(b)	E	Japanese proposal on Regulation UN No. 51 limit values	(a)
11 CLEPA	4	E	ASEP Test results replacement exhaust systems	(a)
12/ Rev.1 USA	10	E	WP.29/AC.3 Decision, Rules of Procedure and Terms of Reference on Quiet Road Transport Vehicles (QRTV) – GTR Development Phase	(d)

<i>Symbol Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
13 Japan	8	E	Current Status of Noise Regulation review in Japan	(a)
14 Chair of QRTV	10	E	Draft Recommendations for a Global Technical Regulation Regarding Audible Vehicle Alerting Systems for Quiet Road Transport Vehicles	(b)
15 EC	7(b)	E	New EU Regulation for the approval of 2-3 wheel vehicles and UNECE Regulations on sound level	(a)
16 EC	3(b)	E	Reducing Noise Emissions from Motor Vehicles New EU Legislative proposal	(a)
17 CLEPA	4	E	ASEP Test result - Replacement exhaust systems	(a)
18 OICA	3(b)	E	Proposal of transitional provisions	(a)

Notes:

- (a) Consideration completed or superseded
- (b) Continue consideration at the next session with an official symbol
- (c) Continue consideration at the next session as informal document
- (d) Adopted and to be submitted to WP.29

Annex II

Terms of reference of the informal working group on Quiet Road Transport Vehicles (QRTV)

Adopted text based on GRB-55-12-Rev.1 (see para. 22 of this report)

A. WP.29/AC.3 Decision

Excerpt from the report of the 155th session of WP.29 (see ECE/TRANS/WP.29/1093 para.140)

"Quiet Road Transport Vehicles (QRTV) (agenda item 17.5)

Documentation: Informal document WP.29-155-42

The representative of the United States of America (US) introduced a proposal to develop a UN Global Technical Regulation (UN GTR) on quiet road transport vehicles (WP.29-155-42) and indicated that his country and Japan had volunteered to be the technical sponsors, with the US chairing the informal working group under GRB. He indicated that the European Union has been invited to co-sponsor the UN GTR. He proposed to update the proposal before submitting it for consideration at the March 2012 session of AC.3. The proposal, which would cover the presence, location, direction and operation of vehicles for visually impaired road users, received general support. The Chair of GRB stated that GRB expertise did cover all the above-mentioned matters with the exception of safety related matters. The representative of the US suggested that the group of GRB experts could be completed by adding safety experts from Working Parties on Brakes and Running Gear (GRRF), General Safety Provisions (GRSG) and Passive Safety (GRSP), if necessary. The Executive Committee of the 1998 Agreement (AC.3) agreed to inform the experts of these Working Parties about the development of the UN GTR, inviting them to participate at its sessions."

B. Terms of Reference

1. The original Informal Working Group on Quiet Road Transport Vehicles (IWG QRTV) is scheduled to conclude its mandate by the February 2012 session of GRB. The final report on its activities is expected to be presented to WP.29 during its March 2012 session. The analysis and conclusions described in the report will be considered, further built upon and implemented by the IWG as it embarks on the GTR development phase of its work.

2. The following Terms of Reference describe the principle tasks that will be performed by the IWG as it transitions its focus to the development of a UN GTR for quiet road transport vehicles consistent with the new AC.3 mandate (as outlined above in Part A).

The IWG for QRTV shall:

- (a) Continue to identify, review and assess the status of various research being carried out by various governments, universities and non-governmental organizations on audible warning and signalling technologies for quiet vehicles.
- (b) Consult with and consider the input of safety experts from WP.29 and its subsidiary Working Parties.

- (c) Provide a status report to GRB by September 2012.
- (d) Determine potential audible sound characteristics and mechanisms that convey desired vehicle performance information to the human receiver.
- (e) Develop harmonized test procedures to be used to evaluate the conformity of potential audible sound characteristics and mechanisms.
- (f) Provide a status report to GRB by September 2013 and to AC.3 by November 2013.
- (g) Determine the costs and benefits associated with a QRTV GTR including potential adverse impact on the public at large or existing vehicle noise emission standards and regulations. Note that the analysis is not intended to address specific countries or regions, but rather general considerations from each Contracting Party to the 1998 Agreement should be evaluated when implementing the potential UN GTR.
- (h) Provide a status report to GRB by September 2014.
- (i) Provide a draft GTR on QRTV to GRB by September 2014. And to AC.3 by November 2014.

C. Rules of Procedure

- (a) The informal working group is open to all participants of WP.29 and its subsidiary Working parties. A need to limit the number of participants from any organization is not expected, although this will be kept under review.
- (b) The official language of the IWG shall be English.
- (c) A Chair (Mr. Ezana Wondimneh - United States of America) and Vice-Chair (Japan) shall govern the IWG.
- (d) A secretary shall be appointed by the IWG (by consensus) and will be responsible for recording the minutes and preparing the draft report for each meeting of the IWG. In addition, the secretary shall be responsible for receiving and distributing all documents (such as proposals and presentations) to the IWG according to the deadlines described below.
- (e) All documents and/or proposals shall be submitted to the secretary of the group in MS Word format at least two weeks in advance of the meeting. At the discretion of the Chair, the group may not discuss any item or proposal which has not been circulated ten working days in advance of the relevant meeting start date.
- (f) A draft agenda and related documents shall be circulated to all members of the IWG five days in advance of all scheduled meetings.
- (g) The conclusions of the IWG group shall be based on a majority vote of governmental (members of the WP.29) attendees.
- (h) If the IWG cannot reach common agreement on particular items or proposals, the Chair shall present the issue to GRB and/or AC.3 for resolution.

Annex III

GRB informal groups

Informal group	Chair(s)	Secretary
Motorcycle noise emissions (Regulation No. 41)	Mr. A. Erario (Italy) Tel: +39 06 4158 6228 Fax: +39 06 4158 3253 E-mail: antonio.erario@ mit.gov.it	Mr. E. Segers (IMMA) Tel: +32 53725352 Fax: +32 53725350 E-mail: Erwin.segers@honda-eu.com
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