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World Forum for Harmonization of Vehicle Regulations

Working Party on Noise

Fifty-third session

Geneva, 15-17 February 2011

Report of the Working Party on Noise on its fifty-third session (15-17 February 2011)

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I. Attendance

1. The Working Party on Noise (GRB) held its fifty-third session from 15 (afternoon) to 17 February 2011 in Geneva, under the Chairmanship of 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; China; Czech Republic; France; Germany; Hungary; India; Italy; Japan; Netherlands; Norway; Poland; Russian Federation; Spain; Sweden; Switzerland and United Kingdom of Great Britain and Northern Ireland. Experts 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 Federation for Transport and Environment (T&E); European Tyre and Rim Technical Organization (ETRTO); International Motorcycling Federation (FIM); National Federation of the Blind (NFB); European Tuning Organization (ETO) and Specialty Equipment Market Association (SEMA).

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRB/2011/1 and Add.1

2. GRB considered and adopted the agenda ECE/TRANS/WP.29/GRB/2011/1, including Add.1, and added the following new items:

- 14(a) Working Party on Pollution and Energy informal group on Hydrogen and Fuel Cell Vehicles – Subgroup Environment,
- 14(b) Guidelines for the preparation and submission of documents to WP.29 and to its subsidiary bodies,
- 14(c) Guidelines for transitional provisions of Regulations annexed to the 1958 Agreement,
- 14(d) Summary report of the WP.29 Round Table on Climate Change and Transport,
- 14(e) Project on the development and implementation of a monitoring and assessment tool for CO₂ emissions in inland transport to facilitate climate change mitigation,
- 14(f) Public consultation on Intelligent Transport Systems.

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

Documentation: ECE/TRANS/WP.29/GRB/2010/7, ECE/TRANS/WP.29/GRB/2011/3, Informal document GRB-53-08

3. GRB considered ECE/TRANS/WP.29/GRB/2011/3 proposing new provisions for improved noise control of motor cycles as a new series of amendments to Regulation No. 41. Referring to GRB-53-08, the Chair proposed to align in the transitional provisions the dates of entry into force with those indicated in the European Union legislation. GRB noted that

the clarification to the stationary noise testing provisions adopted during its previous session on the basis of ECE/TRANS/WP.29/GRB/2010/7 had been included into the proposal. GRB adopted ECE/TRANS/WP.29/GRB/2011/3, as amended below, and agreed to submit it to WP.29 and its Administrative Committee (AC.1) for consideration at their June 2011 sessions, as draft 04 series of amendments to Regulation No. 41:

Throughout the document, remove the square brackets and keep the text;

Paragraph 8.3., correct "given in 2.6" to read "given in **paragraph 2.6.**";

In paragraphs 12.2. and 12.7., remove the references to footnotes ⁶ and ⁷, and delete the footnotes;

Annex 7, in the title, correct to read "Additional Sound Emission **Provisions** (ASEP)";

Annex 7, paragraph 2.6., correct the first formula to read:

$$"L_{wot(i)} + (0 * (n_{pp'} - n_{wot(i)}) / 1,000) + 3 \quad \text{for } n_{pp'} < n_{wot(i)} \text{ and}."$$

4. The expert from EC announced the intention of the European Union to apply the 04 series of amendments to Regulation No. 41, once adopted and entered into force. He questioned the need to also align the provisions of Regulation Nos. 9 and 63. The expert from IMMA confirmed the need to update both Regulations and volunteered to prepare concrete proposals for consideration at the next sessions of GRB.

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

A. Development

Documentation: ECE/TRANS/WP.29/GRB/2011/7,
Informal documents GRB-52-02, GRB-52-04, GRB-53-03, GRB-53-14 and GRB-53-17

5. Referring to the discussion at its previous GRB session, the expert from OICA gave a presentation on noise emissions in urban areas (GRB-53-14 and GRB-53-17) showing the considerable contribution of the traction tyres to the noise emissions, especially in case of high engine torque. GRB considered and adopted ECE/TRANS/WP.29/GRB/2011/7. The secretariat was requested to submit the proposal, not amended, to the WP.29 and AC.1 for consideration at their June 2011 sessions, as Supplement 8 to the 02 series of amendments to Regulation No. 51.

6. The expert from ISO introduced GRB-53-03 providing information on the status of the 3-year review of standard ISO 362-1:2007. He announced the intention of the ISO working group to finalize the updated document in April 2011. He volunteered to present it to GRB at its next session in September 2011 on the basis of an informal document. GRB welcomed that information.

B. New sound limit values

Documentation: Informal documents GRB-52-07, GRB-53-01, GRB-53-04, GRB-53-05, GRB-53-06, GRB-53-18, GRB-53-19, GRB-53-20, GRB-53-22 and GRB-53-28

7. Recalling the discussion at its previous GRB session on the final report on vehicle noise limit values (VENOLIVA: GRB-52-07), the expert from OICA presented an analysis

of the database and the proposed vehicle noise limit values for certain categories of vehicles (GRB-53-18). Referring to GRB-53-05, he added that a detailed study on the monitoring procedure in the vehicles noise Regulation No. 51 was available at: www.acea.be/images/uploads/files/Monitoring_procedure_in_the_vehicle_noise_regulation.pdf.

8. GRB also received the results of a cost-benefit analysis by the expert from OICA and scenarios for the implementation of the new noise emission requirements (GRB-53-19). GRB noted a number of comments.

9. The expert from OICA introduced GRB-53-20 presenting an analysis of the monitoring phase data. He underlined the fact that the sound emission levels of both measurement methods A and B under Regulation No. 51 were not equivalent but comparable. He stressed the need to consider the level of stringency for measurement method B together with an appropriate lead time to enable the technical and economical feasibility of future noise reduction measures for road vehicles. GRB noted the position of OICA (GRB-53-04) on the introduction of new limit values for noise measurement method B.

10. The expert from Japan announced the intention of his Government to apply the 02 series of amendments to Regulation No. 51, once appropriate limit values were included. He offered to contribute to the discussion on the new limit values especially for the so called "Kei cars". GRB agreed on the need to review the categorization of vehicles with respect to the new limit values for noise levels.

11. Referring to GRB-53-22, the expert from the Netherlands raised some concerns about the cost-benefit analysis. He questioned the influence of the test tracks used for the monitoring procedure. The expert from OICA stated that all test tracks used were in conformity with the test site requirements of Annex 8 to Regulation No. 51. He informed GRB about the study results on the comparison of noise measurements on different test tracks in Germany (GRB-53-28). GRB noted several comments by the experts from ETRTO (GRB-53-01) and OICA (GRB-53-06) on the VENOLIVA report.

12. GRB agreed to resume consideration of this subject at its next session in September 2011. For this purpose, the Chair invited the expert from EC to prepare a concrete proposal on noise limit values for the new measurement method B.

C. Additional sound emission provisions

Documentation: ECE/TRANS/WP.29/GRB/2011/2, ECE/TRANS/WP.29/GRB/2011/8, Informal documents GRB-53-12, GRB-53-15, GRB-53-16, GRB-53-21, GRB-53-25, GRB-53-26 and GRB-53-27

13. The expert from the Netherlands introduced GRB-53-21 justifying the updated proposal to introduce Additional Sound Emission Provisions (ASEP) into Regulation No. 51 (ECE/TRANS/WP.29/GRB/2011/8). Referring to GRB-53-15 and GRB-53-16, the secretariat explained the procedure for the preparation of documents and he underlined that all official documents were reviewed by an internal editor to improve the text submitted by the delegates.

14. Recalling its agreement the previous session, GRB underlined the urgent need to conclude the discussion on ASEP and considered in detail the Chair's proposal ECE/TRANS/WP.29/GRB/2011/2, as amended by GRB-53-12. The expert from the Netherlands presented GRB-53-26 showing the effect of variants in the acceleration test measurement method. GRB noted a number of concerns by the experts from Norway and T&E. Recalling the proposed increase of the acceleration specified in Annex 3 from 2 m/s²

to 3 m/s², the expert from OICA underlined that this modification would result in a considerable impact on the type approval procedure. Referring to GRB-53-25, the expert from ISO supported the Chair's compromise proposal and suggested moving forward with the insertion the ASEP requirements into Regulation No. 51.

15. Following the discussion, GRB adopted ECE/TRANS/WP.29/GRB/2011/2 as reproduced in GRB-53-27. GRB agreed to submit the adopted proposal to WP.29 for information awaiting the conclusion of considerations by GRB, hopefully at its session in September 2011, on the new noise limit values (see para. 12 above).

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

Documentation: ECE/TRANS/WP.29/GRB/2011/5, Informal document GRB-53-24

16. Recalling the discussion at previous sessions of GRB, the expert from CLEPA introduced ECE/TRANS/WP.29/GRB/2011/5 proposing to include requirements on silencers or components filled with absorbing materials into Regulation No. 59. He also introduced GRB-53-24 containing additional provisions for anti-tempering measures. The expert from ETO/SEMA expressed her preference to specify more detailed provisions on anti-tempering.

17. GRB adopted ECE/TRANS/WP.29/GRB/2011/5 as reproduced in GRB-53-24. The secretariat was requested to submit the adopted proposal to the WP.29 and AC.1 for consideration at their June 2011 sessions, as draft 01 series of amendments to Regulation No. 59.

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

Documentation: Informal document GRB-53-02

18. On behalf of the informal group on Regulation No. 41, the expert from IMMA introduced GRB-53-02 proposing a revised version of Regulation No. 92 taking into account the recent revisions of Regulations Nos. 9, 41 and 63 referred to in the Regulation. GRB welcomed the proposal and agreed to consider it in detail, at its next session in September 2011. For this purpose, the secretariat was requested to distribute GRB-53-02 with an official symbol.

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

Documentation: ECE/TRANS/WP.29/GRB/2011/4,
Informal documents GRB-53-07 and GRB-53-11

19. The expert from ETRTO introduced ECE/TRANS/WP.29/GRB/2011/4 proposing to correct the formula for measuring the reproducibility of rolling resistance. GRB adopted the document as amended below and requested the secretariat to submit it to WP.29 and AC.1, as Corrigendum 2 to 02 series of amendments to Regulation No. 117, for consideration at their June 2011 sessions.

*In paragraph 2.18.9., footnote ⁹, correct "can be estimated" to read "**shall** be estimated".*

20. GRB noted the submission by the expert from the Russian Federation of a Corrigendum (ECE/TRANS/WP.29/GRB/50/Corr.1) to the report of the previous session to clarify his position to use, in the existing test method, as parameter the "deceleration of the test drum and tyre assembly in the approximate form $\Delta\omega/\Delta t$ or in the exact form $d\omega/dt$ ".

21. The expert from the Russian Federation presented GRB-53-07 and GRB-53-11 aimed at improving the test provisions for measuring the rolling resistance of tyres. GRB noted some support of these proposals. The expert from the Russian Federation was invited to prepare a consolidated proposal for amendments to Regulation No. 117, for consideration as an official document at the next GRB session.

22. The Chair invited the expert from ISO to review, also in this respect, the corresponding ISO standards.

VIII. Collective amendments to Regulations Nos. 41 (Noise of motorcycles), 51 (Noise of M and N categories of vehicles) and 59 (Replacement silencing systems) (agenda item 7)

23. The expert from the Netherlands reconfirmed his intention to prepare a concrete proposal to harmonize the terminology used in the Regulations concerned. GRB agreed to resume consideration of this subject at its next session.

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

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

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

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

XI. Quiet road transport vehicles (agenda item 10)

Documentation: ECE/TRANS/WP.29/GRB/2011/6,
Informal documents GRB-53-09, GRB-53-09-Rev.1 and GRB-53-13

26. On behalf of the Chair of the informal group on Quiet Road Transport Vehicles (QRTV), the expert from OICA reported on the good progress (GRB-53-09) made by the group at its fourth and fifth meetings held in Berlin from 27 to 29 September 2010 and in Munich (Germany) from 17 to 19 January 2011. She also presented GRB-53-09 amending ECE/TRANS/WP.29/GRB/2011/6 and containing updated guidelines on measures ensuring the audibility of hybrid and electric vehicles. GRB adopted the proposal as reproduced in GRB-53-09-Rev.1 and agreed to add these guidelines as an annex to the Consolidated Resolution on the Construction of Vehicles (R.E.3), currently under revision by WP.29. The secretariat was requested to submit the adopted proposal to WP.29 for consideration at its March 2011 session, as a Corrigendum to ECE/TRANS/WP.29/2011/42 (see informal document WP29-153-12).

27. The expert from CLEPA introduced GRB-53-13 proposing to review his former proposals on QRTV with respect to the use of "location of vehicles". GRB referred the

document to the informal group on QRTV for consideration at its next informal meeting, scheduled to be held in San Diego (United States of America) from 17 to 19 May 2011. The expert from CLEPA added that the QRTV group should also consider the guidelines on establishing requirements for high-priority signals (GRB-52-01). Upon the request for clarification by the expert from EC, GRB confirmed that motor cycles were covered by the mandate of the informal group on QRTV. The expert from IMMA expressed his preference to set up, in that case, specific provisions for motor cycles. In this respect, the Chair invited the expert from IMMA to participate in the informal group's activities.

XII. Environmentally friendly vehicles (agenda item 11)

Documentation: Informal documents GRB-53-23, GRPE-60-21, EFV-07-05, EFV-08-06 and EFV-09-06

28. On behalf of the Chair of the informal group on environmentally friendly vehicles (EFV), the expert from India informed GRB about the good progress made its ninth meeting held in Geneva prior to the GRB session proper on 15 February 2011 (GRB-53-23). He added that detailed information on the informal meeting on EFV was made available at: www.unece.org/trans/main/wp29/wp29wgs/wp29grpe/efv09.html. GRB acknowledged that interior noise of vehicles should not be considered or regulated. GRB noted the guidelines for the assessment methodology of environmentally friendly vehicles. GRB endorsed the informal group's proposal to set up a task force to develop a concrete proposal on the assessment of EFV including a preamble on general issues not directly linked to the construction of vehicles. GRB agreed to insert into the preamble factors relevant for vehicle noise levels such as the impact of road surface, traffic management, driving behaviour, etc.

29. GRB also agreed to resume consideration, at its next session in September 2011, of the options for consumer information.

XIII. Consolidated Resolution on the Construction of Vehicles (agenda item 12)

Documentation: ECE/TRANS/WP.29/2010/145, ECE/TRANS/WP.29/2011/42

30. GRB welcomed the revised proposal of the Consolidated Resolution on the Construction of Vehicles (R.E.3) and noted that a revised document would be published as ECE/TRANS/WP.29/2011/42. WP.29 may consider adding the guidelines on measures increasing the audibility of hybrid and electric vehicles (see para. 26 above) as a new annex to the R.E.3, if appropriate.

XIV. Guidelines on establishing requirements for high-priority signals (agenda item 13)

Documentation: Informal document GRB-52-01

31. Following WP.29's request at its March 2010 session (ECE/TRANS/WP.29/1083, para. 27), GRB considered the guidelines on establishing requirements for high-priority signals (GRB-52-01). GRB noted no reservations with respect to auditory warnings.

XV. Other business (agenda item 14)

A. Working Party on Pollution and Energy informal group on Hydrogen and Fuel Cell Vehicles – Subgroup Environment

Documentation: Informal document GRB-53-10

32. The Secretary of the working group on Hydrogen and Fuel Cell Vehicles – Subgroup Environment (HFCV-SGE) presented the draft technical report (GRB-53-10) summarizing the outcome of discussions and recommendations available in the different regions in support of the harmonization process. She added that it has been recommended not to develop a new global technical regulation (gtr) on environmental issues of HFCV, but to adapt the existing regulations under both 1958 and 1998 Agreements according to the technical progress. GRB noted no reservations with respect to noise issues.

B. Guidelines for the preparation and submission of documents to WP.29 and to its subsidiary bodies

Documentation: ECE/TRANS/WP.29/2010/147/Rev.1

33. The secretariat briefed GRB on a new harmonized format for all official documents in force since 1 July 2010. In this respect, WP.29 had already adopted ECE/TRANS/WP.29/2010/147/Rev.1 with detailed guidelines on the new format. The Secretary invited all experts to use the new format for all documents transmitted to the secretariat and to follow the instruction given in ECE/TRANS/WP.29/2010/147/Rev.1, which also contained practical examples of the new format.

C. Guidelines for transitional provisions of Regulations annexed to the 1958 Agreement

Documentation: ECE/TRANS/WP.29/2011/48

34. GRB was informed by the secretariat about the updated guidelines on transitional provisions and the additional guidelines on the scope, administrative provisions and alternative requirements in Regulations (ECE/TRANS/WP.29/2011/48). These general guidelines were still under consideration by WP.29 and are intended to provide guidance to the experts developing new and/or amending existing UNECE Regulations especially in drafting the scope, administrative provisions and alternative requirements. GRB noted that this proposal would supersede, once adopted by WP.29, the current guidelines for transitional provisions (TRANS/WP.29/1044). GRB noted no reservations on the guidelines.

D. Summary report of the WP.29 Round Table on Climate Change and Transport

Documentation: ECE/TRANS/WP.29/2011/46

35. The Secretary informed GRB about the draft summary report of the Round Table held at its June 2010 session (ECE/TRANS/WP.29/2011/46). He added that the document had been submitted to WP.29 for consideration at the March 2011 session. He recalled that all documents and background information on the WP.29 Round Table were available at: www.unece.org/trans/events/ClimateChange_Transport.html.

E. Project on the development and implementation of a monitoring and assessment tool for CO₂ emissions in inland transport to facilitate climate change mitigation

36. The Secretary informed GRB about UNECE's initiative to launch, in cooperation with the other United Nations regional commissions, a new project funded by the United Nations Development Account (UNDA) aimed at: (a) raising awareness of the CO₂ emission levels in the inland transport sector, (b) developing a web-based uniform tool for monitoring and assessing inland transport CO₂ emissions including a transport policy converter and (c) organizing capacity building workshops in every United Nations region to improve the skills of users of the CO₂ assessment tool. He volunteered to keep GRB informed about the work progress on this project. He announced his intention of organize by September 2011 a special expert meeting on this subject. He invited all experts interested in this project to send a message by email to grb@unece.org. Further information about the project is available at: www.unece.org/trans/theme_global_warm.html and more detailed information at: www.unece.org/trans/theme_ForFITS.html.

F. Public consultation on Intelligent Transport Systems (agenda item 14(f))

37. The secretariat reported that a public consultation on the strategy of UNECE for ITS deployment had been launched in February 2011. The consultation was addressed to all Governments and interested stakeholders, and would be closed on 31 May 2011. All information was available on the UNECE Transport Division website (see www.unece.org/trans/events/2011/ITS_Public_Consultation.html). Contributions should be submitted via e-mail: consultation@unece.org.

38. Once the consultation is closed, the secretariat would finalize the strategic note and would present the UNECE Road Map on ITS as a final outcome of the whole process. With the Road Map, UNECE aimed at defining concrete actions to foster the deployment of ITS globally. Such actions could be: annual Round Tables, capacity-building workshops, incorporating ITS into the work programme of all UNECE Working Parties, etc.

XVI. Provisional agenda for the fifty-fourth session

39. The following provisional agenda was adopted for the fifty-fourth session of GRB, scheduled to be held in Geneva from 19 (starting at 2.30 p.m.) to 21 (concluding at 5.30 p.m.) September 2011:

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 to Regulations Nos. 41, 51 and 59.
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. Environmentally Friendly Vehicles.
12. Election of officers
13. Other business.

Annexes

Annex I

List of informal documents (GRB-53-...) distributed during the session

<i>Symbol Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
1 ETRTO	3(b)	E	ETRTO comments to TNO draft of the final report on Venoliva	(a)
2 Italy	5	E	Revised proposal for amendments to Regulation No. 92	(c)
3 ISO	3(a)	E	Information for GRB regarding the ISO 3-year review of ISO 362-1:2007	(a)
4 OICA	3(b)	E	Regulation No. 51 (Sound emissions of M and N categories of vehicles): OICA position on the introduction of the new test measurement method according to method B in Regulation No. 51	(a)
5 OICA	3(b)	E	Regulation No. 51 (Sound emissions of M and N categories of vehicles): Analysis of the monitoring data/impact assessment of the revised Regulation No. 51	(a)
6 OICA	3(b)	E	OICA comments to TNO report VENOLIVA on ECE R51 monitoring (listed by paragraph)	(a)
7 Russian Federation	6	E	Proposal for draft amendments to Regulation No. 117 (Tyre rolling noise, wet grip and rolling resistance)	(c)
8 Germany	2	E	Regulation No. 41 (Noise of motorcycles): Changes to the IG proposal for draft 04 series of amendments to Regulation No. 41	(b)
9-Rev.1QRTV	10	E	Proposal for guidelines on measures ensuring the audibility of hybrid and electric vehicles to be added to R.E.3 and/or S.R.1	(a)

<i>Symbol Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
10 Secretariat	14(a)	E	GRPE informal group on Hydrogen and Fuel Cell Vehicles - Subgroup Environment (HFCV-SGE): Report summarizing the findings and recommendations in the different areas addressed by SGE in support of the harmonization process	(b)
11 Russian Federation	6	E	Proposal for draft amendments to Regulation No. 117 (Tyre rolling noise, wet grip adhesion and rolling resistance)	(c)
12 GRB Chair	3(c)	E	Amendments to ECE/TRANS/WP.29/GRB/2011/2	(a)
13 CLEPA	10	E	Quiet Road Transport Vehicles (QRTV): Sound locatability	(a)
14 OICA	3(a)	E	Amendments to ECE/TRANS/WP.29/GRB/2011/7 (Regulation No. 51)	(a)
15 The Netherlands	3(c)	E	Proposal for draft amendments to Regulation No. 51 (Corrigendum to document ECE/TRANS/WP.29/GRB/2011/8)	(a)
16 The Netherlands	3(c)	E	Proposal for draft amendments to Regulation No. 51	(a)
17 OICA	3(a)	E	Noise emission of moving vehicles in urban areas	(a)
18 OICA	3(b)	E	Analysis of the database and proposals for vehicles categories and scenario 1 limit values	(a)
19 OICA	3(b)	E	Monitoring procedure in the vehicle noise regulation	(a)
20 OICA	3(b)	E	ECE R.51.02 Method B Data analysis of the monitoring phase of ECE/EU 2007/2010	(a)
21 The Netherlands	3(c)	E	NL formal ASEP	(a)
22 The Netherlands	3(b)	E	OICA/ACEA cost benefit study: Comments by the Netherlands	(a)

<i>Symbol Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
23 India	11	E	Outcome of the meeting on "Environmentally Friendly Vehicles" on noise	(a)
24 CLEPA	4	E	Proposal for draft amendments to Regulation No. 59 (with respect to anti-tampering provisions)	(b)
25 ISO	3(c)	E	ASEP database examples	(a)
26 The Netherlands	3(c)	E	Effect of variants on Lurban ASEP approach	(a)
27 Secretariat	3(c)	E	Proposal for draft amendments to Regulation No. 51 (ASEP)	(b)
28 OICA	3(b)	German only	Comparison of the test tracks used for vehicle noise level measurements	(a)

Notes:

- (a) Consideration completed or to be superseded.
- (b) Adopted and submitted to WP.29.
- (b) Resume consideration on the basis of an official document.

Annex II

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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