

Transmitted by the expert from the Netherlands  
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Agenda Item 3

OICA/ACEA COST-BENEFIT Study  
Comment by the Netherlands Expert



Ministry of Infrastructure and the  
Environment

# NL COST-BENEFITS

## Earlier research

February 16, 2011

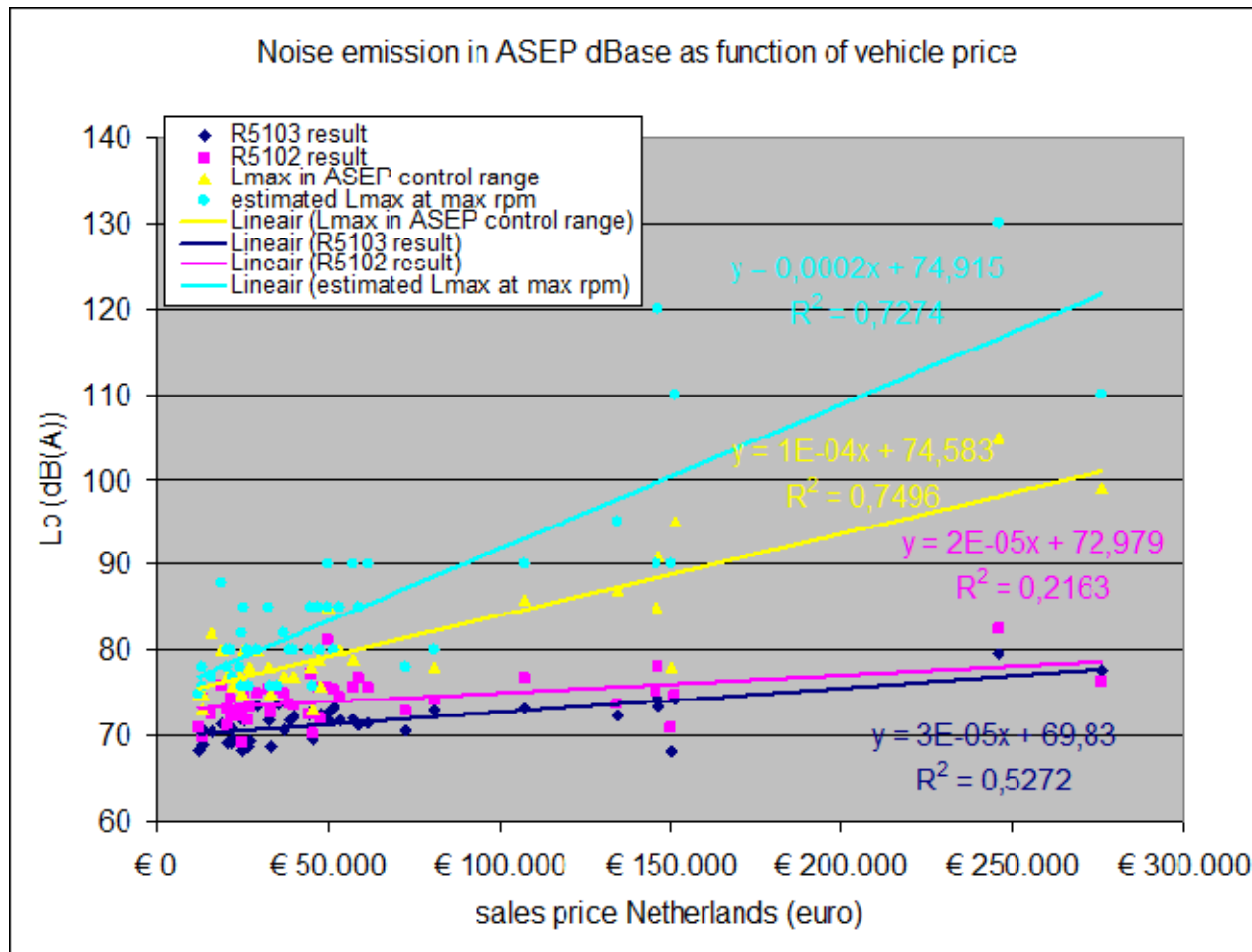
# Top 10 most silent vehicles

(source: informal doc 3 GRB feb 2000)

- Most silent car is a sports car  
– 9,7 dB under the limit!

Ranking	Manufacturer	Model	Noise Level
1	NISSAN	200SX - S14 Series	66,2
2	NISSAN	QX - A 32 Series 2L	66,7
	NISSAN	QX - A 32 Series 3L	66,7
4	PEUGEOT	106	66,9
5	MERCEDES-BENZ	C-Class Estate (S202) Diesel	67
	MERCEDES-BENZ	C-Class Saloon (W202) Diesel	67
	MITSUBISHI	Space Wagon - N84 Series	67
	VOLVO	S/V70 Model Year 2000	67
	VOLVO	C70 Coupé/Convertible Model Year	67
	MCC SMART	MCC Smart Coupé (MC01)	67

# Relation between price and noise



- Loud vehicles are more expensive!

# ACEA study

COSTS – BENEFITS

Reaction on TNO feasibility and effect study

# 1999(?) New method born

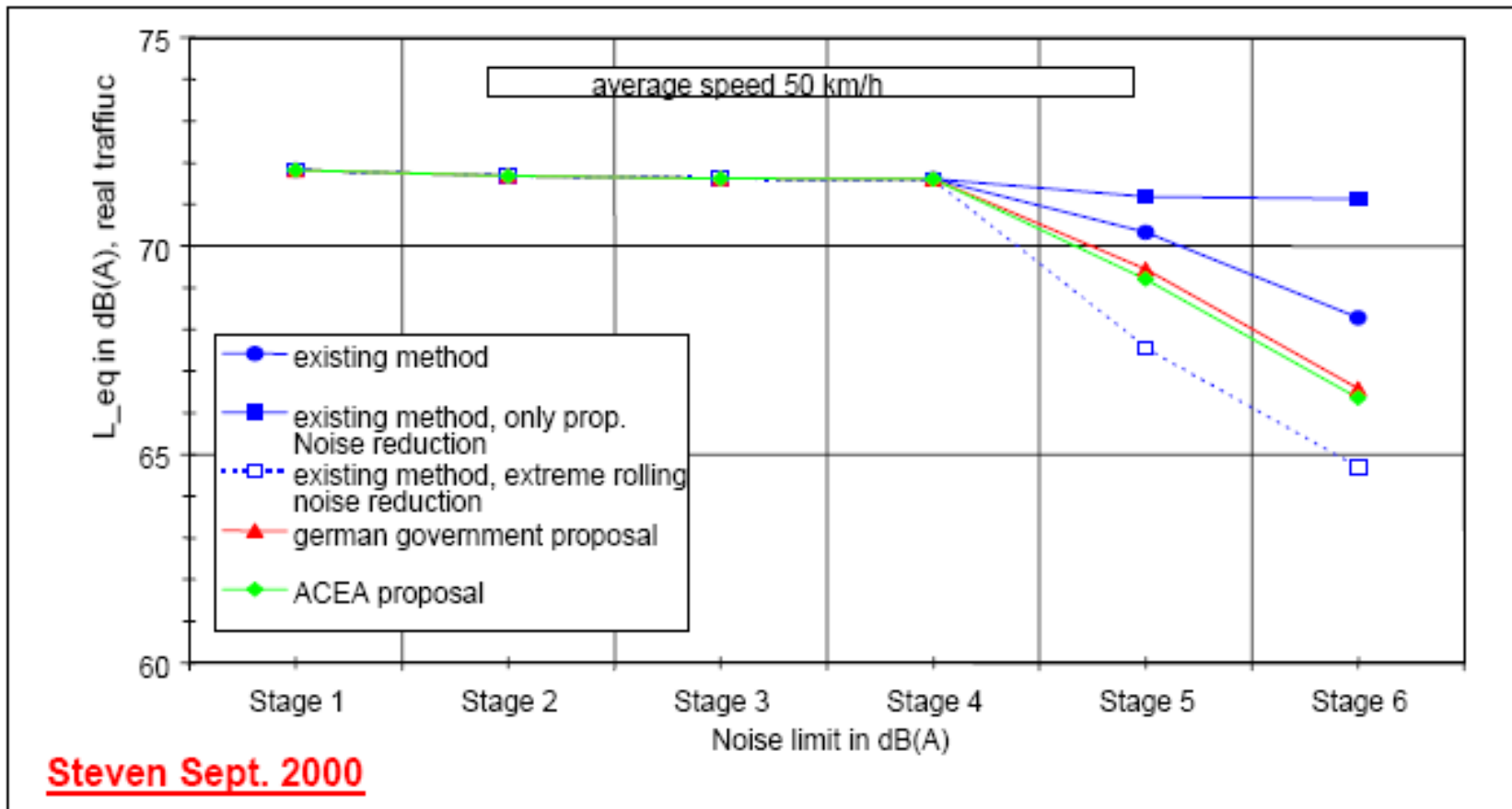
Statements mr Ehinger (Porsche)

If you want more silent traffic: you need this method.

With this method industry will press tyre manufacturers to produce more silent tyres.

# Calculations FIGE

Calculation scenarios - noise reduction potential of various solutions  
roads with a speed of 50 km/h



# ACEA study (expert opinion)

- The general approach of calculating benefits for noise is rather standard, and as can be expected every possibility is used to keep benefits low:
- Only WTP value: no estimate for health (DALY's or addition of night noise reduction)
- 25€/dB: the 2001 figure should be corrected for inflation
- Threshold: is 50 dB, so again an underestimate. It is true that the 50-55 is more difficult to obtain from EU-data, but extrapolations from other data could be used.
- The effect of limit reduction is likely to effect the whole distribution, making the final effect larger (eg 5 dB lower limit only 2 dB fleet reduction?)



# Conclusion Benefits

**All in all, the benefits are likely to be underestimated by a factor 2**

# ACEA study 2 (expert opinion)

The ACEA costs calculation had to adopt some very disputable assumptions to arrive at the astronomic figures for reducing noise. For example, the list of additional costs contain quite a number of measures which are already common. Actually leaving them out would cost more than introducing them. These costs then are thought to persist for 20 years. It is not easy to explain that the development of an absorbing layer continues to burden the manufacturer for 20 years.

# ACEA study 3 (expert opinion)

**In short:**

**The indiscriminate application of these assumptions lead to a caricature of CBA.**

THANK YOU



# Mercedes fight to fulfill the limits

## Effects of changes in the method

