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Working Party on Noise

Fifty-ninth session

Geneva, 28-30 January 2014

Report of the Working Party on Noise on its fifty-ninth session

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1	3
II. Adoption of the agenda (agenda item 1)	2	3
III. Regulation No. 41 (Noise of motorcycles): Development (agenda item 2)	3–5	3
IV. Regulation No. 51 (Noise of M and N categories of vehicles) (agenda item 3).....	6–14	4
A. Development.....	6–12	4
B. New limit values	13	5
C. Additional sound emission provisions	14	6
V. Regulation No. 59 (Replacement silencing systems) (agenda item 4)	15	6
VI. Regulation No. 92 (Replacement exhaust silencing systems for motorcycles) (agenda item 5).....	16	6
VII. Regulation No. 117 (Tyre rolling noise and wet grip adhesion) (agenda item 6) ...	17–20	6
VIII. Collective amendments (agenda item 7)	21–22	7
A. Additional sound emission provisions for Regulations Nos. 9, 63 and 92	21	7
B. Proposal for amendments to Regulations Nos. 28, 51, 59 and 117.....	22	7
IX. Exchange of information on national and international requirements on noise levels (agenda item 8)	23	7
X. Influence of road surface on tyre rolling sound emissions (agenda item 9)	24	7

XI.	Quiet Road Transport Vehicles (agenda item 10)	25-26	8
XII.	Definitions and acronyms in Regulations under the responsibility of GRB (agenda item 11).....	27	9
XIII.	Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (agenda item 12)	28-29	9
XIV.	Development of the International Whole Vehicle Type Approval (IWVTA) system and involvement of the Working Parties (GRs) in it (agenda item 13)	30-31	9
XV.	1997 Agreement (periodical technical inspections) (agenda item 14)	32	10
XVI.	Highlights of the November 2013 session of WP.29 (agenda item 15)	33	10
XVII.	Other business (agenda item 16)	34-36	10
	A. Regulation No. 28 (Audible warning devices).....	34	10
	B. Exchange of views regarding the future work of GRB	35	10
	C. Provisional agenda for the sixtieth session	36	11
 Annexes			
I.	List of informal documents (GRB-59...) distributed during the session.....		13
II.	Draft terms of reference of GRB Informal Working Group (IWG) on UN Regulation No. 51 and UN Regulation No. 59.....		15
III.	Draft amendments to the Consolidated Resolution on the construction of Vehicles		17
IV.	GRB informal groups		18

I. Attendance

1. The Working Party on Noise (GRB) held its fifty-ninth session from 28 (afternoon) to 30 (morning) January 2013 in Geneva. The meeting was chaired by Mr. S. Ficheux (France). 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, Amend.1 and Amend.2): Belgium; China; France; Germany; Hungary; India; Italy; Japan; Latvia; Netherlands; Norway; Russian Federation; Serbia; South Africa; Spain; Sweden; Switzerland; Turkey; 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 Tyre and Rim Technical Organisation (ETRTO); International Motorcycle Manufacturers Association (IMMA); International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA) and World Blind Union (WBU).

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRB/2014/1 and Corr.1

2. GRB considered and adopted the agenda (ECE/TRANS/WP.29/GRB/2014/1 and Corr.1) proposed for the fifty-ninth session with the new agenda items 16(a) "Regulation No. 28 (Audible warning devices)", 16(b) "Exchange of views for the future programme of work of GRB" and 16(c) "Provisional agenda for the sixtieth session".

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

Documentation: ECE/TRANS/WP.29/GRB/2012/5
Informal document GRB-58-11-Rev.1

3. GRB resumed consideration of ECE/TRANS/WP.29/GRB/2012/5, tabled by the expert from the Russian Federation. The expert from IMMA stated that, although he supports the objective of correct usage of the terms "noise" and "sound" as well as clarifications in terminology related to noise reduction systems, IMMA wishes to avoid confusion with different application of these terms in UN Regulations Nos. 9, 41, 63 and 92, if the proposed amendments were approved. He added that in regards to the proposed reference in the type approval documentation to the type of catalyst, he was awaiting from the Russian experts the evidence in test results showing the influence of the catalyst type on the level of noise of L category vehicles.

4. The expert from the Russian Federation referred to his informal discussion with IMMA, where it was concluded that it would be more appropriate to introduce the amendments similar to those presented in ECE/TRANS/WP.29/GRB/2012/5 together in all UN Regulations related to noise of L category vehicles and to incorporate such amendments together with other proposals which are expected to be prepared following the development of the relevant legislation of the European Union. Taking this into account, the expert from the Russian Federation withdrew ECE/TRANS/WP.29/GRB/2012/5 for the time being, bearing in mind the introduction of similar proposals into all UN Regulations related to L category vehicle noise in the future.

5. GRB resumed discussion on the issue of transitional provisions, as contained in GRB-58-11-Rev.1, aligning the earlier adopted draft Supplement 1 to the 04 series of amendments to UN Regulation No. 41 (ECE/TRANS/WP.29/GRB/57, Annex II) to the General Guidelines for UN Regulatory Procedures and Transitional Provisions in UN Regulations (ECE/TRANS/WP.29/1044/Rev.1). GRB agreed to wait for the revision of the 1958 Agreement which would also introduce new rules for transitional provisions. Meanwhile, GRB agreed to keep this issue as a reference in its agenda for the future sessions.

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

A. Development

Documentation: ECE/TRANS/WP.29/GRB/2013/4
ECE/TRANS/WP.29/GRB/2014/2, Informal documents GRB-57-13,
GRB-58-07, GRB-58-17-Rev.1, GRB-59-04-Rev.1, GRB-59-10-
Rev.1

6. The Chair of GRB proposed to transform the expert group on UN Regulation No. 51 into an informal working group (IWG) by preparing and adopting its Terms of Reference (ToR) which should focus on harmonizing the current proposal of 03 series of amendments to UN Regulation No. 51 with the provisions of the proposal of the Parliament and the Council of EU¹, as well as including additional aspects concerning the Chinese and Japanese markets. To this end, a working document would be drafted by the IWG for consideration by GRB at its sixtieth session. The IWG should also address additional amendments by preparing an informal document for consideration by GRB at its sixtieth or sixty-first sessions. The experts from France, Germany, Netherlands and EC supported this initiative. It was suggested that ToR should also cover UN Regulation No. 59 (Replacement silencing systems). The experts from France, Germany, Japan, Netherlands, Spain, Switzerland, United Kingdom, EC, CLEPA, ETRTO and OICA announced their intention to participate to the work of the IWG. Finally, based on a draft prepared by the Expert Group, GRB adopted the ToR (GRB-59-10-Rev.1), of the IWG on UN Regulation No. 51 and UN Regulation No. 59, as reproduced in Annex II to this report, subject to WP.29 consent.

7. The expert from EC informed GRB about the work progress of the EU regulation on the noise emission and introduced a revised proposal for the 03 series of amendments to Regulation No. 51 submitted by the GRB Expert Group on UN Regulation 51 (GRB-59-04-Rev.1). He clarified that the proposal was based on GRB-58-17-Rev.1, outcome of the GRB expert group meeting and on the latest update of the EU regulation. He clarified that one of the major modifications introduced was the deletion of Annex 11 on the Audible Vehicle Alerting System (AVAS) which should become part of the UN GTR on Quiet Road Transport Vehicles (QRTV) and come into force in due course. The experts from EC and OICA pointed out the difficulties in aligning the texts of the draft EU regulation on the noise emission and UN Regulation No.51, due to different definitions and legal languages used.

¹ The file designation of the EU proposal correspond to 2011/0409 (COD) available at:
http://ec.europa.eu/enterprise/sectors/automotive/documents/proposals/index_en.htm#h2-1
However, the last revision of this document is still in process and not yet available to the public.

8. The experts from Germany, Japan, Netherlands, Switzerland, EC, ERTRO, OICA as well as the Chair addressed the issue whether or not to delete the footnote after the table with sound level limits in paragraph 6.2.2.1. of GRB-59-04-Rev.1 which refers to the last column "Phase 3" and reads as follows: "To be reviewed and confirmed or modified at the latest one year after entry". GRB noted that this provision corresponds to Article 7 of the draft EU regulation on the noise emission and aims to review the appropriateness of the noise limits in the future. However, the legal implications of the footnote seemed unclear. GRB invited the expert from EC to clarify this issue with the EU legal services. In the meantime, GRB agreed to put the footnote in square brackets and resume consideration at a later stage. GRB also extensively discussed the wording of paragraph 6.2.2.1 (sound limit values and categories of vehicles) introducing exceptions for limit values applicable to certain categories of vehicles.

9. GRB resumed consideration of the limit values for certain vehicle categories on the basis of a presentation by the expert from Japan (GRB-59-09) on flat front light vehicles of category N₁. The experts from France, Germany, Italy and OICA supported GRB-59-09. The expert from EC stated that a common EU position on this issue, as well as on M₃ buses, was expected at the beginning of 2014.

10. Thus, GRB recalled GRB-58-08, GRB-58-09 and GRB-58-10 tabled by the expert from China in which he suggested higher limit values for vehicles of a specific category on the Chinese market. Referring to the above proposal by Japan, GRB invited the expert from China to explain and further justify his proposal in a similar way, possibly at the next sessions of the IWG on UN Regulation No. 51 and UN Regulation No. 59 in March and May 2014. GRB agreed to refer GRB-59-04-Rev.1 to the IWG incorporating all the changes agreed during the session, including GRB-59-09. GRB also agreed to resume discussion on the 03 series of amendments at its September 2014 session on the basis of an official proposal submitted by the IWG.

11. GRB adopted ECE/TRANS/WP.29/GRB/2014/2, not amended, tabled by the expert from OICA to update the requirements on the noise test track from ISO 19844:1994 (i.e. Annex 8 of this Regulation) to ISO 10844:2011, as well as to incorporate transitional provisions to allow repaving of existing, non-complying test tracks with the ISO 10844:2011 standards. The secretariat was requested to submit ECE/TRANS/WP.29/GRB/2014/2 to WP.29 and the Administrative Committee of the 1958 Agreement (AC.1), for consideration and vote at their June 2014 sessions as draft Supplement 10 to the 02 series of amendments to Regulation No. 51.

12. GRB resumed discussions on ECE/TRANS/WP.29/GRB/2013/4 and GRB-57-13 proposing amendments to improve the test method of the 02 series of amendments to the UN Regulation, as well as an amendment to the acceleration test value proposed by the expert from China in GRB-58-07. GRB noted that the Chinese concerns had been taken into account by ISO Working Group 42 when revising Standard ISO 362-1:2007, referred in the current test method of the UN Regulation. The expert from China withdrew ECE/TRANS/WP.29/GRB/2013/4, GRB-57-13 and GRB-58-07 and announced a possible future proposal as a result of further exchange of views with ISO.

B. New limit values

Documentation: ECE/TRANS/WP.29/GRB/2012/7
Informal documents GRB-58-08, GRB-58-09, GRB-58-10, GRB-58-14 and GRB-58-17-Rev.1

13. GRB noted that this agenda item was de facto covered in the framework of the discussion under agenda item 3(a). Thus, GRB agreed that, for its next session, agenda

items 3(a) and 3 (b) should be combined and mention as references only GRB-59-04-Rev.1 and GRB-59-10-Rev.1. Finally, GRB agreed to remove ECE/TRANS/WP.29/GRB/2012/7, GRB-58-08, GRB-58-09, GRB-58-10, GRB-58-14 and GRB-58-17-Rev.1 from the agenda of the next session.

C. Additional sound emission provisions

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

14. GRB recalled its intention to review the Additional Sound Emission Provisions (ASEP) and to refine the purpose of the new noise limit values (ECE/TRANS/WP.29/GRB/52, paras. 8–9). As no new information had been given under this agenda item, GRB agreed to keep it on the agenda for the next session.

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

Documentation: ECE/TRANS/WP.29/GRB/2013/8
Informal document GRB-58-05

15. In the absence of the expert from CLEPA, GRB agreed to defer discussion on this subject to its September 2014 session and to keep ECE/TRANS/WP.29/GRB/2013/8 and GRB-58-05 as references in the agenda of the next meeting, awaiting the outcome of discussion of the IWG on UN Regulations Nos. 51 and 59.

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

16. No new information was given under this agenda item.

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

Documentation: ECE/TRANS/WP.29/GRB/2013/10
Informal documents GRB-58-02, GRB-59-02,
GRB-59-03, GRB-59-07 and GRB-59-08

17. The experts from France, the Russian Federation and ERTRO informed GRB (GRB-59-07 and GRB-59-08) about the outcome of their ad hoc meeting on testing the "Deceleration Calculator" software proposed by the Russian Federation for the deceleration test method using the $d\omega/dt$ form for measuring rolling resistance. GRB noted that the ad hoc meeting had been hosted by the Technical Union for the Automobile, Motorcycle and Cycle Industries (UTAC), and generally included both theoretical justification of the method and its experimental assessment by determining rolling resistance of a sample tyre of class C1 using two test machines of different types. GRB also noted that the obtained data, its processing and statistical assessment had demonstrated good adaptability of the software to the tyre test machines and satisfactory reproducibility of deceleration data. Moreover, the algorithm of the "Deceleration Calculator" practically provides independence of the measured deceleration from the test speed range in span from 4 to 20 km/h.

18. Therefore the expert from the Russian Federation proposed GRB-59-02 superseding ECE/TRANS/WP.29/GRB/2013/10, as an alternative for measurements and data processing for deceleration value obtaining in differential form $d\omega/dt$.

19. GRB agreed in principle with the proposed method. However, given the late availability of GRB-59-02, GRB suggested that this document, accompanied by other supporting materials (GRB-59-07 and GRB-59-08), be first submitted to the forthcoming February 2014 session of GRRF for discussion and then, together with GRRF comments, transmitted as an official document to the next GRB session in September 2014 for final consideration. In the meantime, it was noted that results of testing tyres of commercial vehicles (classes C2 and C3) could also become available for that session of GRB. Finally, GRB invited experts to provide comments, if any, to the secretariat before the next GRB session.

20. The expert from ERTRO introduced GRB-59-03 containing a revised proposal for new time measurement accuracy for instrumentation involved in the rolling resistance method, with the aim to correct inconsistencies in Annex 6 to the UN Regulation. The proposal text was also supported by the experts from the Russian Federation. The expert from Japan raised a study reservation to verify the consequences of the change of accuracy. The expert of the European Commission raised similar concerns and stated that he would need first to discuss this matter with ERTRO on a bilateral basis. GRB agreed to resume consideration on this subject at its September 2014 session and requested the secretariat to distribute GRB-59-03 with an official symbol.

VIII. Collective amendments (agenda item 7)

A. Additional sound emission provisions for Regulations Nos. 9, 63 and 92

21. The expert from EC informed GRB that EU intended to apply to these Regulations, but would need additional research, in particular with regard to tampering of silencers. To this end, a study would be launched before the next session of GRB in September 2014. Pending EU contributions, GRB decided to keep this issue on the agenda. The expert of IMMA made note that anti-tampering provisions were already introduced in the last amendments of these UN Regulations. Finally, GRB agreed to change the title of this agenda item to "additional provisions", to distinguish it from agenda item 3(c) and to resume discussion on this subject at its September session on the basis of new information provided by the expert from EC.

B. Proposal for amendments to Regulations Nos. 28, 51, 59 and 117

22. GRB agreed to delete this item to the agenda of its next session, until a new proposal by the expert from OICA was submitted.

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

23. 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)

Documentation: Informal documents GRB-59-05-Rev.1

24. GRB welcomed a presentation by the expert from the Foundation for Scientific and Industrial Research (SINTEF, Norway) outlining the first results of a study concerning the influence of the road surface on tyre rolling sound emission. The expert from SINTEF clarified that the main objective of the project was to investigate the noise performance of normal passenger car tyres on typical road surfaces in the Nordic countries (Denmark, Norway and Sweden) and to clarify which combinations of road surfaces and tyres will yield the lowest tyre/road noise levels. GRB noted that the results of this investigation had demonstrated the variation in noise levels of tyres around 4 dB(A) and the same variation between average of road surfaces. It was also noted that the difference between the most noisy tyre on the most noisy surface and the most quiet tyre on the quietest road surface had been found to be 11 dB(A). Finally, the expert from SINTEF informed GRB that during 2014, the project would be extended to truck tyres.

XI. Quiet Road Transport Vehicles (agenda item 10)

Documentation: ECE/TRANS/WP.29/GRB/2012/6
ECE/TRANS/WP.29/AC.3/33

25. The expert from EC, secretary of IWG for QRTV, informed GRB about the outcome of its last meeting held in Tokyo (10 - 12 December 2013). He also announced that the next meetings of the IWG were scheduled to take place from 7 to 9 April as well as from 13 to 15 May, 2014 in Washington, D.C. He clarified that the IWG activities were focused on cleaning up the draft text of the UN GTR on QRTV as well as on addressing technical and policy issues. The expert from EC thus invited GRB experts from Contracting Parties to the 1998 Agreement, to provide before April 2014, their comments on the various policy options, provided by a working paper of the IWG (AVAS conditions 27.01.14).² GRB also noted the decision of the Executive Committee of the 1998 Agreement (AC.3) (see ECE/TRANS/WP.29/1106, para. 106) to extend the mandate of IWG until November 2015. Therefore, GRB expected to discuss a concrete proposal at its next sessions in September 2014 and January 2015.

26. The expert from WBU highlighted three key elements of AVAS, from the point of view of people with impaired vision: (i) alert sound should be of a sufficient volume and its composition (frequency, etc.) should allow for location and movement of the vehicle; (ii) the system should be active on stationary vehicles; and (iii) the driver should not be in a position to switch it off, as this safety feature should be active all the time. The expert from EC informed GRB that the EU Regulation on noise would require an automatic setting of AVAS and since this Regulation was at the latest stage of the co-decision process, this provision would hardly change. The Chair of GRB clarified that the pause-switch function would be part of the discussion of GRB. He added that the provisions of the UN GTR should conjugate the safety effectiveness of AVAS and the reduction of parasite noise. Finally, GRB agreed to resume discussion on this subject at its September 2014 session.

² Available at: <https://www2.unece.org/wiki/display/trans/GTR+for+QRTV++Task+Force+3rd+session>

XII. Definitions and acronyms in Regulations under the responsibility of GRB (agenda item 11)

Documentation: Informal documents GRB-57-12 and GRB-57-18

27. GRB resumed consideration of definitions and acronyms in UN Regulations and UN Global Technical Regulations under the responsibility of GRB on the basis of GRB-57-12 and GRB-57-18. The Chair of GRB stressed the importance of preparing a full and consistent list of acronyms and abbreviations with a view to avoiding any ambiguity in this area. It was agreed that this list covering both the 1958 and 1998 Agreements would then be submitted to WP.29 for approval and would be updated from time to time. GRB reiterated its invitation to all experts to provide their contributions, if any, so that the final document could be approved at the September 2014 session of GRB.

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

Documentation: ECE/TRANS/WP.29/GRB/2013/9
Informal document GRB-59-01

28. GRB considered document GRB-59-01 in which the secretariat proposed to correct the reference to Annex 3 of UN Regulation No. 41 in paragraph 8.8.2.1.2. of the Consolidated Resolution (R.E.3) as well as to draw the attention of the Working Party to the fact that the margin of 5 dB(A) defined in paragraph 8.8.2.2., in order to take into account the possible instrumental and measurement errors, substantially exceeds the respective margins of 1 or 3 dB(A) set out in Regulations No. 51, 41 and 63. The experts from France, Germany, Sweden, IMMA, ISO and OICA pointed out that the figure of 5 dB(A) in paragraph 8.8.2.2. takes into account the disturbances and scatter of measurements performed under real-life conditions, in uncertain acoustic environment (e.g. side of a road) and by untrained staff (e.g. road police), while the margin of 3 dB(A) is intended for laboratory conditions and trained staff. GRB decided to leave the figure of 5 dB(A) in paragraph 8.8.2.2. of R.E.3 unchanged.

29. Finally, GRB considered ECE/TRANS/WP.29/GRB/2013/9 tabled by the expert from the Russian Federation. GRB agreed, as proposed by the expert from IMMA, to delete, in the new paragraph 8.8.2.1.2., the references to new categories of vehicles L₆ and L₇ which are not yet covered by UN Regulation No. 9. Finally, GRB adopted ECE/TRANS/WP.29/GRB/2013/9, as amended by Annex III to this report. The secretariat was requested to submit it to WP.29 and AC.1 for consideration and vote at their June 2014 session as draft Amendment 5 to R.E.3.

XIV. Development of the International Whole Vehicle Type Approval (IWVTA) system and involvement of the Working Parties (GRs) in it (agenda item 13)

Documentation: ECE/TRANS/WP.29/2014/26

30. GRB noted the good progress made by the WP.29 IWVTA informal groups on the Revision of the 1958 Agreement (SG58) and on the development of UN Regulation No. 0 (SGR0) at their recent informal meetings held in Sendai (Japan) in January 2014. It was noted that SG58 considered the unresolved issues (kept in square brackets) of the draft Revision 3 to the 1958 Agreement (ECE/TRANS/WP.29/2014/26) and had agreed on the

final text. The final text of the draft Revision 3 to the 1958 Agreement will be submitted to WP.29 for consideration at its March 2014 session, on the basis of an informal document supplementing the official document.

31. SGR0 finalized a first draft of UN Regulation No. 0 on IWVTA, which will be presented at the forthcoming session of WP.29 in March 2014 as an informal document. GRB noted that UN Regulations Nos. 28, 51 (either in its current form or 03 series of amendments) and 117, would be included in IWVTA. Concerning the need to develop a new UN Regulation dedicated to tyre installation, GRB noted that this issue would be dealt with by GRRF. Finally, the Chair of GRB suggested that the following experts sponsor the above-mentioned UN Regulations in the IWVTA: (i) CLEPA (UN Regulation No. 28), (ii) OICA (UN Regulation No. 51) and (iii) ETRTO (UN Regulation No. 117).

XV. 1997 Agreement (periodical technical inspections) (agenda item 14)

Documentation: ECE/TRANS/WP.29/2013/132

32. GRB decided to delete this issue from the agenda.

XVI. Highlights of the November 2013 session of WP.29 (agenda item 15)

Documentation: ECE/TRANS/WP.29/1106

33. The Secretary reported on the highlights of the 161st session of WP.29 (ECE/TRANS/WP.29/1106).

XVII. Other business (agenda item 17)

A. Regulation No. 28 (Audible warning devices)

Documentation: GRB-59-06-Rev.1

34. The expert from OICA introduced GRB-59-06-Rev.1 to update the test conditions and provisions of UN Regulation No. 28: (i) to allow the test of the audible warning devices on the vehicle with its engine warmed-up and at idle and (ii) to reduce the prescribed sound level from 93 to 90 dB(A). He justified the second point because this reduced level was audible far enough to instantaneously warn pedestrians and other road users, including drivers, as it was typically 20 dB to 40 dB higher compared to typical traffic noise and could also contribute to lowering the noise pollution. The experts from Italy and ISO supported this proposal. The expert from France underlined that the whole text should be revised to update the test methods and that the limit proposed by OICA should be discussed. GRB agreed to resume discussion on this issue and requested the secretariat to distribute GRB-59-06-Rev.1 with an official symbol at its September 2014 session.

B. Exchange of views regarding the future work of GRB

Documentation: GRB-59-11

35. At Chair's invitation, GRB had a brief exchange of views on issues which should be included in the future work of GRB. The expert from ISO pointed out that, to update

the test methods set out in UN Regulations Nos. 41 and 51, the following ISO activities may be relevant: revisiting ISO 362-1:2007, development of part III of this standard with a specification how to perform tests in indoor facilities and updating the requirements on the noise test track from ISO 10844:1994 to ISO 10844:2011. The expert from France mentioned UN Regulation No. 51, ASEP, QRTV, ongoing technological improvements, indoor approvals, addressing sirens (ambulances, etc.) in UN Regulation No. 28, noise pollution caused by loading and unloading of deliveries in cities. The expert from the Netherlands presented a graph (GRB-59-11) showing a general improvement in tyre noise data for C1 tyres in 2007-2013 and informed GRB about his intention to bring similar graphs for C2 and C3 tyres for the attention of GRB at its next session, with the aim to study if the current noise limits for tyres can be further reduced. With support from the experts from EC and OICA, he also suggested studying the correspondence between the labelling system on tyres and their actual performance. The expert from Switzerland was of the opinion that noise pollution, its benchmarking and new technologies emerging on the market should be looked at. The expert from ERTRO proposed to address the issue of road surfaces, as the third main contributor to noise pollution after vehicles and tyres. However, the Chair and the expert from EC pointed out that this issue is very complex and it goes beyond the competence of GRB and type approvals. The expert of EC proposed to revisit the noise emission of agricultural vehicles and update the underlying test methods which had been developed 40 years ago.

C. Provisional agenda for the sixtieth session

36. For its sixtieth session, scheduled to be held in Geneva from 1 (starting at 2.30 p.m.) to 3 (concluding at 5.30 p.m.) September 2014, GRB noted that the deadline for the submission of official documents to the secretariat was 6 June 2014, twelve weeks prior to the session. The following provisional agenda was adopted:

1. Adoption of the agenda.
2. Regulation No. 28 (Audible warning devices).
3. Regulation No. 41 (Noise of motorcycles): Development.
4. Regulation No. 51 (Noise of M and N categories of vehicles):
 - (a) Development;
 - (b) Additional sound emission provisions.
5. Regulation No. 59 (Replacement silencing systems).
6. Regulation No. 92 (Replacement exhaust silencing systems for motorcycles).
7. Regulation No. 117 (Tyre rolling noise and wet grip adhesion).
8. Collective amendments: Additional provisions for Regulations Nos. 9, 63 and 92.
9. Exchange of information on national and international requirements on noise levels.
10. Influence of road surface on tyre rolling sound emissions.
11. Quiet road transport vehicles.
12. Definitions and acronyms in Regulations under the responsibility of GRB.
13. Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles.

14. Development of the International Whole Vehicle Type Approval (IWVTA) system and involvement of the Working Parties (GRs) in it.
15. Highlights of the March and June 2014 session of WP.29.
16. Exchange of views regarding the future work of GRB.
17. Other business.
18. Provisional agenda for the sixty-first session.
19. Election of officers.

Annex I

List of informal documents (GRB-59-...) distributed during the session

<i>Symbol</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
1	Secretariat	12	E	Possible amendments to the Consolidated Resolution on the Construction of Vehicles (R.E.3)	(a)
2	Russian Federation	6	E	Proposal for Supplement 6 to the 02 series of amendments to Regulation No. 117 amending document ECE/TRANS/WP.29/GRB/2013/10	(c)
3	ETRTO	6	E	Proposal for Supplement 6 to the 02 series of amendments to UN Regulation No. 117	(b)
4- Rev.1	GRB Expert Group on Regulation No. 51	3(a)	E	Proposal for the 03 series of amendments to UN Regulation No. 51 (Noise of M and N categories of vehicles)	(c)
5- Rev.1	SINTEF ICT	9	E	Influence of road surface on tyre rolling sound emission	(c)
6- Rev.1	OICA	16(a)	E	Proposal for amendments to Regulation No. 28 (Uniform provisions concerning the approval of audible warning devices and of motor vehicles with regard to their audible signals)	(b)
7	France/ Russian Federation	6	E	Method of deceleration measuring and data processing for tyre rolling resistance determination. Testing and evaluation of the variant method using the $d\omega/dt$ form	(c)
8	France/ Russian Federation	6	E	Method of deceleration measuring and data processing for tyre rolling resistance determination. Testing and evaluation of the variant method using the $d\omega/dt$ form	(c)
9	Japan	3(b)	E	Japan proposal for Flat Front Light N ₁ Vehicle	(a)

<i>Symbol</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
10- Rev.1	Informal Working Group on UN Regulations Nos. 51 and 59	3(a)	E	Terms of Reference of the Informal Working Group	(d)
11	Netherlands	16(b)	E	Tyre noise data	(c)

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

Draft terms of references of GRB Informal Working Group (IWG) on UN Regulation No. 51 and UN Regulation No. 59

Adopted text based on GRB-59-10-Rev.1 (see para. 6 of this report)

A. Introduction

1. The finalization of the revision of UN Regulations Nos. 51 and 59 requires a review of both documents, taking into account the finalization of the EU regulation on the noise emission of motorized vehicles having at least four wheels.

B. Objective of the informal working group

2. The IWG shall propose 03 series of amendments to UN Regulation No. 51 and a working document on revision 1 to UN Regulation No. 59 for consideration by GRB at its sixtieth session in September 2014.

3. The documents shall be based on the latest GRB work reflected in GRB-59-04-Rev.1, taking into account the finalization of the EU regulation on the noise emission of motorized vehicles having at least four wheels.

4. The work of the IWG shall not be limited to draft proposals to amend UN Regulation Nos. 51 and 59, but shall cover additional amendments in a separate informal document.

5. The IWG may also review further draft proposals to improve and/or clarify aspects of the Regulations.

C. Rules of Procedure

6. The IWG is open to all participants of GRB. However it is recommended that a maximum of two technical experts per country and organization participate in this group.

7. All meetings will primarily be held in Brussels at the premises of Directorate General Enterprise and Industry European Commission.

8. A Chair (EU Commission), a Co-Chair (Germany) and a Secretary (OICA) shall govern the expert group.

9. The official language will be English.

10. All documents and/or proposals must be submitted to the Secretary of the IWG in a suitable electronic format one week before the session.

11. An agenda and the latest draft document will be circulated to all members of the IWG in advance of all scheduled meetings.

12. All communications of the IWG will be directed to the GRB heads of delegations and the GRB secretary.

D. Timeline (inclusive meetings already hold)

13. The former expert group (now official IWG; pending WP.29 decision at its June 2014 session) held its first meeting on 19 April, 2013 and held four further meetings on 17 May, 3 June, 4 July and 8 November, 2013.

14. The IWG will have more meetings preliminarily scheduled on 20 February, 25-26 March and 6-7 May 6/7, 2014, to be confirmed.

15. Further meetings can be scheduled according to the progress of the IWG.

16. The group shall present the working documents as mentioned under point 2. for consideration during the sixtieth GRB in September 2014 and working documents on possible amendments for consideration during the sixty-first GRB in February 2015.

Annex III

Draft amendments to the Consolidated Resolution on the construction of vehicles

Amendments adopted to ECE/TRANS/WP.29/GRB/2013/9 (see para. 29 of this report)

...

Insert a new paragraph 8.8.2.1.2., to read:

"8.8.2.1.2. For vehicles of categories **L₂**, **L₄**, **L₅**, the method described in Regulation No. 9, Annex 3, paragraph 3.2. (Measurement of noise emitted by stationary vehicles, in proximity to the exhaust)."

Paragraph 8.8.2.1.2. (former), renumber to 8.8.2.1.3. and amend to read:

"8.8.2.1.3. For vehicles of category **L₃**, the method described in Regulation No. 41, Annex 3, paragraph **2** (Measurement of noise emitted by stationary motor cycles, in proximity to the exhaust)."

Annex IV

GRB informal groups

<i>Informal group</i>	<i>Chair(s)</i>	<i>Secretary</i>	<i>Expiry date of the mandate</i> <i>[Pending WP.29 decision]</i>
Quiet road transport vehicles (QRTV)	Mr. Ezana Wondimneh (USA) Tel: +1 202 366 21 17 E-mail: Ezana.wondimneh@dot.gov Ichiro Sakamoto Tel:+81 422 41 66 18 Fax:+81 422 76 86 04 E-mail: i-saka@ntsel.go.jp	Mr. N. Kakizis (Directorate General Enterprise and Industry European Commission) Tel:+32 2 298 87 32 Fax: +32 2 296 96 37 E-mail: nickolas.kakizis@ec.europa.eu	November 2015
UN Regulation No. 51 and UN Regulation No. 59	Mr. N. Kakizis (Directorate General Enterprise and Industry European Commission) Tel:+32 2 298 87 32 Fax: +32 2 296 96 37 E-mail: nickolas.kakizis@ec.europa.eu	Mr. Hans-Martin Gerhard (OICA) Tel: +49 711 911 82 868 Fax: +49 711 911 82 006 E-mail: hans-martin.gerhard@porsche.de	[February 2015]