Information on the 2018 update of “PIEK”
the national regulation in the Netherlands
on delivery noise of trucks

Presentation for GRBP September 2018
Introducing informal document GRB-68-10
Under Agenda item 10. “Exchange of information on
national and international requirements on noise levels”

Remco Tekstra (PIEK-Keur)
Erik de Graaff (M+P)
Why do we share this information with GRB?

- Some parties in GRB are using the PIEK measurement method as a test institute
- Some parties (truck manufacturers) are applying for a PIEK certificate
- Delivery noise is on the long list of GRB and GRB may wish to take note what is going on in the Netherlands
What is PIEK?

• A national regulation in the Netherlands on maximum allowable Peak noise immission levels during loading and unloading of delivery trucks
  – Day: no limit
  – Evening: limit 65 dB(A)
  – Night: limit 60 dB(A)

• Problem-owner is the shop/supermarket:
  – delivery is forbidden during evening/night, unless noise limits are satisfied

• Immision: Evaluation point is closest home around the shop
What is PIEK?

• Huge interest of the branch and widely supported:
  – Most supermarkets set requirements towards their transport companies
  – Evening/night delivery has major benefits with respect to
  – Cost (time, fuel consumption),
  – CO2/tail pipe emission,
  – Safety
  – Liveability of urban centres

• In force since 1998, certification-scheme introduced in 2004
How does PIEK certification work?

- Immission levels are translated to 60/65 dB(A) emission levels on 7.5 m
- Driveline noise for truck is exempted: Limit for “Quiet Truck” = 72 dB(A)
- Measurement methods agreed for a variety of products (trucks, body/coachwork, truck refrigeration units, pallet trucks, dolly’s etc.)
- Stichting PIEK-Keur grants certificates; approved products are entered in online register
- Approved products are granted night time delivery status
- Individual products receive stickers

http://www.piek-international.com/english/
PIEK products
National versus international

- PIEK system adopted in Belgium (Flemish law)
- Preparations going on in Denmark
- Various EU cities have adopted PIEK system on a voluntary base
- Recognized and adopted by various international parties
  - [http://piek.cemafroid.fr](http://piek.cemafroid.fr)
  - etc
- Many international companies have applied products
  - Including most EU truck manufacturers
What is going to change in the 2018 version?

- Procedure update for the whole document
  - Clarification of general requirements, like applicable test methods, product family, COP etcetera’s
  - Clarification of general requirements on measuring conditions and equipment

- Test method update for Quiet Truck
  - Clarify and repair ambiguities in the old text
  - Update to satisfy the latest stage of technology
  - Remove superfluous test methods (e.g. double tested noise sources)
    - and keep only the most representative and most demanding method
  - Use where possible the ECE R51 systematics and/or test methods
What is going to change in the 2018 version?
Measurement methods for Quiet Truck

• Still in place:
  – acceleration 0-20 km/h; but procedure slightly changed
  – Compressed air noise; but adopted to ECE R51 procedure
  – Reversing alarm and blind spot warning (awaiting progress in GRB IG)

• Withdrawn:
  – Backwards driving 3 km/h
  – Cruise by 20 km/h
  – Braking 20-0 km/h

• Added:
  – Pass by noise conform ECE R51
    ▪ @35 km/h, but PIEK mode engaged
    ▪ Obliged, but only informative, not normative
  – Closing doors
    ▪ Obliged, but only informative, not normative
Procedure and Planning

• Current proposal 2018 still to be confirmed by PIEK-Keur board
  – After consultation of the committee of experts
  – Expected: end of September 2018

• New procedures applicable as from January 2019

• It remains a national Netherlands procedure and document
  – But feedback from any expert or body is always welcome

• Future developments in GRBP will be followed closely
  – And, if applicable, incorporated in following version of the PIEK protocol
Questions to GRBP experts (especially truck manufacturers)

• Short term:
  – If you have any feedback on this 2018 proposal for update, please hand them over to your Netherlands representative in the PIEK-keur expert group
  – Deadline: 30 September

• Long term:
  – Consider introducing delivery noise standards in GRB
  – Consider PIEK-keur system as an example or starting point
Thank you for your attention