

Sound level of motor vehicles and of replacement silencing systems

2011/0409(COD) - 06/02/2013 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 401 votes to 228, with 22 abstentions, a legislative resolution on the proposal for a regulation of the European Parliament and of the Council on the sound level of motor vehicles.

Parliament's position at first reading, which was adopted following the ordinary legislative procedure, amends the Commission's proposal as follows:

Limit values: Parliament proposes establishing **long-term noise limit values** valid from 6 years (phase 1) and from 8 years (phase 2) after publication of the new rules. The first phase would apply for the type approval of new vehicle types and the second for the registration, sale and entry into service of new vehicles. The Commission proposes 3 phases valid from one year (phase 1), 5 years (phase 2) and 7 years from the publication of the new rules.

Limits for standard vehicles used for passenger transport would become 68dB. More powerful vehicles would have a margin ranging from 70dB to 77dB. However, Members retained the limit for the heaviest vehicles (over 12 tonnes) at 81 dB (as opposed to 78dB proposed by the Commission).

Transparency and labelling: the manufacturer shall be required to inform consumers of vehicle sound levels in accordance with harmonised test methods at points of sale and in technical promotional material. Members propose a **visible label**, comparable to the labels used for information on CO2-emissions, fuel consumption and tyre-noise, should inform consumers of the noise emission of a vehicle.

On the basis of an impact assessment, the Commission should within two years of the entry into force of this Regulation, and in accordance with the ordinary legislative procedure, submit a proposal on consumer information.

Market surveillance: for the purpose of the good functioning of the internal market both for products circulating within the Community and products entering from outside the European Economic Area (EEA), Parliament proposes introducing a provision stipulating that Member States and their respective Market Monitoring bodies should check and monitor the fulfilment of requirements set out in this Regulation.

Road surface classification and quality: Members call for the Commission to (i) assess the possibility of introducing a road classification system which characterises the typical rolling sound on every road in the European Union, and if appropriate submit a proposal in accordance with the ordinary legislative procedure; (ii) consider incorporating a requirement on Member States to provide information about road surface qualities in the strategic noise maps provided for in Directive 2002/49/EC.

Acoustic Vehicle Alerting System (AVAS): manufacturers shall be required to install AVAS in vehicles. Parliament clarifies that the AVAS system is a **system for hybrid electric and electric road transport vehicles**, which provides vehicle operation information to pedestrians and vulnerable road users.

Revision of noise levels provided in Annex III: the Commission should review the noise limits laid down in the Directive. This review should involve an impact assessment including an overall assessment of the effects on the automobile industry.

The Commission should also, within 24 months of the entry into force of this Regulation, submit an impact assessment to the European Parliament and to the Council on the effective contribution of **tyre rolling equipment** in reducing the noise level of vehicles

Delegated acts: the Commission should be able to adopt delegated acts to adapt the technical requirements of this Regulation to amend the Annexes to this Regulation related to EU type-approval procedures in respect of sound level of vehicle types and of exhaust systems, as well as, among other things, measures ensuring the audibility of hybrid and electric vehicles.