

Sound level of motor vehicles and of replacement silencing systems

2011/0409(COD) - 24/03/2014 - Committee recommendation tabled for plenary, 2nd reading

The Committee on the Environment, Public Health and Food Safety adopted the recommendation for second reading contained in the report by Miroslav OUZKÝ (ECR, CZ), on the Council position at first reading with a view to the adoption of a regulation of the European Parliament and of the Council on the sound level of motor vehicles and of replacement silencing systems, and amending Directive 2007/46/EC and repealing Directive 70/157/EEC.

The committee recommended **approval of the Council position in first reading, without amendment.**

The European Parliament adopted its first reading position on the proposal. On 18 September 2013, the Environment, Public Health and Food Safety Committee, gave its Rapporteur a mandate to enter early second reading negotiations with the Council. Following a series of trilogues, an early second reading agreement was reached, which was approved by the Committee on 27 November 2013.

The Council subsequently adopted the agreed text as its position at first reading, the main points being as follows:

Noise limit values for vehicles - Annex III: the Parliament and Council agreed a set of limit values applicable to vehicle categories M¹ to M³ (vehicles used for the carriage of passengers) and N¹ to N³ (vehicles used for the carriage of goods) over three phases, with the first phase applicable from 1 January 2017. Labelling and consumer information.

Labelling and consumer information: Parliament and Council agreed that the Commission should undertake an impact assessment on the labelling conditions applicable to air and noise pollution levels and on consumer information. Moreover, manufacturers should endeavour to provide information on noise levels of vehicles at the point of sale and in technical promotional material.

Acoustic Vehicle Alerting System (AVAS): Parliament and Council agreed that such systems should be mandatory; it was been agreed that this would apply to new vehicle types within three years following the date of application of the Regulation and within five years for all electric and hybrid electric vehicles.

Road surface issues: Parliament and Council agreed that the Commission should develop informative, best-practice guidelines on technological road quality development and road classification on the basis of information provided by the Member States, and so wording to this effect was inserted into the recital of the proposal.