

CAETS Noise Control Technology Committee

Chair

Tor Kihlman
Chalmers University of Technology
412 96 Göteborg, Sweden
tor.kihlman@chalmers.se

Secretary

William W. Lang
Noise Control Foundation
Poughkeepsie, NY 12603-4205, USA
langww@alum.mit.edu

Mr Philippe JEAN
Head of Unit F1 DG ENTERPRISE & INDUSTRY
45 Avenue d'Auderghem
1040 Brussels

2011-06-05

Dear Mr Jean

Thank you for your reply per email (2011-05-24) to our letter dated 2011-05-02. You say in your mail that your unit is currently developing a proposal reviewing the European legislation on the sound level of motor vehicles and of their exhaust systems which is to be adopted by the Commission this year before being transmitted to the European Parliament and to the Council as co-legislators.

Nobody from the CAETS Noise Control Technology Committee was able to participate in the T&E Conference, 25 May 2011. However, we have seen your ppt-presentation from that conference. This indicates that your proposal to the Commission appears to be in line with Option 5 in the VENOLIVA report. However, this is not ambitious enough.

We therefore want to stress again that our standpoint expressed in our earlier letter is that a more ambitious goal than Option 5 in the VENOLIVA report must be set now. According to the estimates in the VENOLIVA report, Option 5 will lead to significant reductions in the

Member Academies

National Academy of Engineering, Argentina; Australian Academy of Technological Sciences and Engineering; Royal Belgian Academy Council of Applied Sciences; Canadian Academy of Engineering; Chinese Academy of Engineering; Croatian Academy of Engineering; Engineering Academy of Czech Republic; Danish Academy of Technical Sciences; Technology Academy Finland; National Academy of Technologies of France; German Academy of Science and Engineering; Hungarian Academy of Engineering; Indian National Academy of Engineering; Engineering Academy of Japan; The National Academy of Engineering of Korea; Academy of Engineering, Mexico; Netherlands Academy of Technology and Innovation; Norwegian Academy of Technological Sciences; Slovenian Academy of Engineering; South African Academy of Engineering; Royal Academy of Engineering, Spain; Royal Swedish Academy of Engineering Sciences; Swiss Academy of Engineering Sciences; Royal Academy of Engineering of the United Kingdom; National Academy of Engineering, United States of America; National Academy of Engineering, Uruguay.

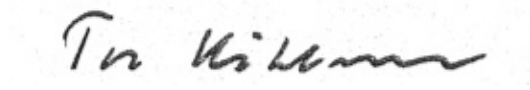
number of highly sleep-disturbed and highly-annoyed citizens. However, these reductions are not satisfactory from a public health point of view and may be much smaller if we get a marked traffic growth. To close the gap between emission requirements and acceptable immissions, the emission per vehicle needs to be reduced by more than 10 dB. In our earlier letter we therefore proposed a much higher long-term goal than Option 5 in the VENOLIVA report and proposed setting limits in an intermediate third step now. We want to stress this standpoint and repeat our proposal for the third step.

The limits in the third step should be set for cars at 3 dB lower than Option 5 in the VENOLIVA report and 4 dB for vans and trucks to be fulfilled for all new vehicles by January 2020. Still lower limits should be announced for following years. This will require technological development, but the automotive industry has exceptionally high competence in noise control technology so it is well prepared to meet the challenges of stricter noise limits.

Dates for entry into force for stricter noise limits are important. The EU citizens have suffered from the traffic noise long enough because of the extremely slow process in requiring quieter vehicles. Therefore, it is important not to delay the dates for entry.

We also want to stress the importance of using market forces to get quieter vehicles more rapidly. Now that a noise labeling system for tyres has been decided it is logical to do the same for vehicles. The suggested Step 3 levels could then be used in the definition of “environmentally friendly vehicles.”

Finally, we would appreciate receiving any documents or position papers which may be sent by vehicle makers on the noise emission issue.



Tor Kihlman
Chair, CAETS Noise Control Technology Committee

Member Academies

National Academy of Engineering, Argentina; Australian Academy of Technological Sciences and Engineering; Royal Belgian Academy Council of Applied Sciences; Canadian Academy of Engineering; Chinese Academy of Engineering; Croatian Academy of Engineering; Engineering Academy of Czech Republic; Danish Academy of Technical Sciences; Technology Academy Finland; National Academy of Technologies of France; German Academy of Science and Engineering; Hungarian Academy of Engineering; Indian National Academy of Engineering; Engineering Academy of Japan; The National Academy of Engineering of Korea; Academy of Engineering, Mexico; Netherlands Academy of Technology and Innovation; Norwegian Academy of Technological Sciences; Slovenian Academy of Engineering; South African Academy of Engineering; Royal Academy of Engineering, Spain; Royal Swedish Academy of Engineering Sciences; Swiss Academy of Engineering Sciences; Royal Academy of Engineering of the United Kingdom; National Academy of Engineering, United States of America; National Academy of Engineering, Uruguay.