


# Procedure file

Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	Procedure completed <a href="#">2011/0409(COD)</a>
Sound level of motor vehicles and of replacement silencing systems Amending Directive 2007/46/EC <a href="#">2003/0153(COD)</a>	
Subject 2.10.03 Standardisation, EC/EU standards and trade mark, certification, compliance 3.20.05 Road transport: passengers and freight 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles 3.70.07 Noise pollution	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	<b>ENVI</b> Environment, Public Health and Food Safety	ECR <a href="#">OUZKÝ Miroslav</a>	09/01/2012
	Former committee responsible		
	<b>ENVI</b> Environment, Public Health and Food Safety	ECR <a href="#">OUZKÝ Miroslav</a>	09/01/2012
	Former committee for opinion		
Council of the European Union	<b>IMCO</b> Internal Market and Consumer Protection	PPE <a href="#">WEISGERBER Anja</a>	29/02/2012
	<b>TRAN</b> Transport and Tourism		10/01/2012
		S&D <a href="#">PARGNEAUX Gilles</a>	
	Council configuration	Meeting	Date
	<a href="#">Competitiveness (Internal Market, Industry, Research and Space)</a>	<a href="#">3295</a>	20/02/2014
	<a href="#">Employment, Social Policy, Health and Consumer Affairs</a>	<a href="#">3280</a>	09/12/2013
	<a href="#">Environment</a>	<a href="#">3152</a>	09/03/2012
European Commission	Commission DG	Commissioner	
European Economic and Social Committee	<a href="#">Internal Market, Industry, Entrepreneurship and SMEs</a>	TAJANI Antonio	

Key events			
09/12/2011	Legislative proposal published	<a href="#">COM(2011)0856</a>	Summary
15/12/2011	Committee referral announced in Parliament, 1st reading		
09/03/2012	Debate in Council	<a href="#">3152</a>	Summary
18/12/2012	Vote in committee, 1st reading		

21/12/2012	Committee report tabled for plenary, 1st reading	<a href="#">A7-0435/2012</a>	Summary
05/02/2013	Debate in Parliament		
06/02/2013	Results of vote in Parliament		
06/02/2013	Decision by Parliament, 1st reading	<a href="#">T7-0041/2013</a>	Summary
21/02/2014	Council position published	<a href="#">17695/1/2013</a>	Summary
27/02/2014	Committee referral announced in Parliament, 2nd reading		
19/03/2014	Vote in committee, 2nd reading		
24/03/2014	Committee recommendation tabled for plenary, 2nd reading	<a href="#">A7-0239/2014</a>	Summary
02/04/2014	Decision by Parliament, 2nd reading	<a href="#">T7-0261/2014</a>	Summary
16/04/2014	Final act signed		
16/04/2014	End of procedure in Parliament		
27/05/2014	Final act published in Official Journal		

### Technical information

Procedure reference	2011/0409(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
	Amending Directive 2007/46/EC <a href="#">2003/0153(COD)</a>
Legal basis	Treaty on the Functioning of the EU TFEU 014
Mandatory consultation of other institutions	<a href="#">European Economic and Social Committee</a>
Stage reached in procedure	Procedure completed
Committee dossier	ENVI/7/14784

### Documentation gateway

Legislative proposal		<a href="#">COM(2011)0856</a>	09/12/2011	EC	Summary
Document attached to the procedure		<a href="#">SEC(2011)1504</a>	09/12/2011	EC	
Document attached to the procedure		SEC(2011)1505	09/12/2011	EC	
Economic and Social Committee: opinion, report		<a href="#">CES1037/2012</a>	25/04/2012	ESC	
Committee draft report		<a href="#">PE487.819</a>	15/05/2012	EP	
Amendments tabled in committee		<a href="#">PE491.112</a>	13/06/2012	EP	
Amendments tabled in committee		<a href="#">PE491.113</a>	13/06/2012	EP	
Committee opinion	TRAN	<a href="#">PE485.919</a>	20/06/2012	EP	
Committee opinion	IMCO	<a href="#">PE487.784</a>	25/06/2012	EP	

Amendments tabled in committee		<a href="#">PE502.040</a>	17/12/2012	EP	
Committee report tabled for plenary, 1st reading/single reading		<a href="#">A7-0435/2012</a>	21/12/2012	EP	Summary
Text adopted by Parliament, 1st reading/single reading		<a href="#">T7-0041/2013</a>	06/02/2013	EP	Summary
Commission response to text adopted in plenary		<a href="#">SP(2013)239</a>	04/04/2013	EC	
Committee draft report		<a href="#">PE528.130</a>	03/02/2014	EP	
Council statement on its position		<a href="#">06414/2014</a>	18/02/2014	CSL	
Council position		<a href="#">17695/1/2013</a>	21/02/2014	CSL	Summary
Commission communication on Council's position		COM(2014)0107	21/02/2014	EC	Summary
Committee recommendation tabled for plenary, 2nd reading		<a href="#">A7-0239/2014</a>	24/03/2014	EP	Summary
Text adopted by Parliament, 2nd reading		<a href="#">T7-0261/2014</a>	02/04/2014	EP	Summary
Draft final act		<a href="#">00081/2014/LEX</a>	16/04/2014	CSL	

#### Additional information

National parliaments	<a href="#">IPEX</a>
European Commission	<a href="#">EUR-Lex</a>

#### Final act

[Regulation 2014/540](#)

[OJ L 158 27.05.2014, p. 0131](#) Summary

[Corrigendum to final act 32014R0540R\(02\)](#)

[OJ L 013 20.01.2015, p. 0014](#)

Final legislative act with provisions for delegated acts

#### Delegated acts

<a href="#">2017/2750(DEA)</a>	Examination of delegated act
<a href="#">2019/2620(DEA)</a>	Examination of delegated act

## Sound level of motor vehicles and of replacement silencing systems

**PURPOSE:** to ensure a high level of health and environmental protection and to safeguard the Internal Market for motor vehicles as regards their sound level.

**PROPOSED ACT:** Regulation of the European Parliament and of the Commission.

**BACKGROUND:** Council Directive 70/157/EEC on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles harmonised the different technical requirements of Member States relating to the permissible sound level of motor vehicles and of their exhaust systems for the purpose of the establishment and operation of the internal market. For the purposes of the good functioning of the internal market and in order to ensure a uniform and consistent application throughout the Union, it is appropriate to replace that Directive by a Regulation.

As more information about the health impacts of noise became available, the need for a higher level of protection of EU citizens through further EU-wide measures became more imminent.

The European Commission [Green Paper on Noise from 1996](#) estimated that around 20% of the then EU population suffered from noise levels that scientists and health experts consider to be unacceptable. Based on information from EU Member States, the European Environment Agency has estimated, that half of the population in urban areas is exposed to noise levels above 55 dB(A) as a result of ambient road noise.

Over the years, considerable research effort, including large EU-funded projects, has been dedicated to the quantitative assessment of the relationship between environmental noise and its effects. Although the approaches and the scope of the various studies differ, common ground can be found in the terms of harmful effects and annoyance that noise generates. These findings have been confirmed by the 2008

WHO-report.

The Communication from the [European Commission regarding a European strategy on clean and energy efficient vehicles](#) announced that the European Commission will present a proposal in 2011 to amend the respective legislation to reduce the noise emissions of vehicles.

IMPACT ASSESSMENT: different options were considered for the proposal which covered environmental, social and economic aspects:

- Option 1: No change - the current limit values together with the allowances will remain valid, as well as the old measurement method;
- Option 2: New method - old limit values (the new measurement method will be combined with the current set of limit values);
- Option 3: New method new limit values equivalent to old ones;
- Option 4: New method new limit values with noise reduction potential;
- Option 5: New method new limit values with noise reductions potential in a two step approach.

According to the most preferable option (Option 5), the limit values for light and medium size vehicles will be lowered in two steps of each 2 dB(A) and for heavy vehicles in a first step of 1 and a second step of 2 dB(A). This will result in a reduction of the noise impact of about 3 dB(A) for free flowing traffic and up to 4 dB(A) for intermittent traffic. The reduction of the number of highly annoyed people will be 25 %. The cost-benefit ratio for this measure is estimated to be around 20 times in favour of the noise reduction compared to no action taken.

LEGAL BASIS: Article 114 of the Treaty on the Functioning of the European Union (TFEU).

CONTENT: the draft proposal will repeal Directive 70/157/EEC and its subsequent amendments. It aims to update the requirements for the type-approval system as regards the sound level of motor vehicles and of their exhaust systems. In particular, it introduces a new test method for noise emissions measurement, lowers noise limit values and introduces additional sound emission provisions in the EU type-approval procedure.

A more ambitious final target for noise reduction shall be pursued. This would be achieved in two stages:

- the first step is a reduction of 2 dB(A) for light vehicles and 1 dB(A) for heavy vehicles and can be introduced two years after the date of publication of the present proposal;
- the second step is a reduction of 2 dB(A) for light vehicles and 2 dB(A) for heavy vehicles. It will require more development effort and a more drastic set of technical measures: according to the contractor, this step could be introduced two years after the first step. The total reduction would be 4 dB(A) for light vehicles and 3 dB(A) for heavy vehicles.

The draft proposal will lay down new requirements: new test protocol, new limit values, additional sound emission provisions and minimum noise for electric and electric-hybrid vehicles. It is proposed to amend the noise legislation with an Annex harmonising the performance of 'Approaching Vehicle Audible Systems' if they are fitted to a vehicle. The fitting of such systems however shall be voluntary and remain an option under the discretion of the vehicle manufacturers.

BUDGETARY IMPLICATIONS: this proposal has no implication for the EU budget.

DELEGATED ACTS: the proposal contains provisions empowering the Commission to adopt delegated acts in accordance with Article 290 of the Treaty on the Functioning of the EU.

## Sound level of motor vehicles and of replacement silencing systems

---

The Council took note of information provided by the Netherlands delegation ([doc 6840/12](#)) on the proposal for a regulation on the sound level of motor vehicles which aims to reduce noise levels from motorised vehicles within a short time frame and also introduce a new method of measurement. Noise levels limits have not been changed since 1996 and the proposal stresses that noise from motor vehicles seriously affects human health.

## Sound level of motor vehicles and of replacement silencing systems

---

The Committee on the Environment, Public Health and Food Safety adopted the report by Miroslav OUKZÝ (ECR, CZ) on the proposal for a regulation of the European Parliament and of the Council on the sound level of motor vehicles.

It recommends that the European Parliaments position at first reading, under the ordinary legislative procedure, should amend the Commissions proposal as follows:

Limit values: in order to increase the health benefits and to enhance legal certainty, long-term noise limit values should be established : phase 1 valid from 6 years after publication; phase 2 valid from 8 years after publication.

Differences in categories of vehicles: Members consider that the Regulation should take account of the differences in development and production of passenger cars and heavy duty vehicles. These differences are to be reflected in a different timing of the respective phases to which the noise limit values apply. Accordingly, the committee proposes different phases for passenger cars and commercial vehicles used for the carriage of goods.

Transparency: the report stresses that transparency is a key element of responsible consumer policy. Ensuring the availability of clear and transparent information on noise emissions of each vehicle to consumers will enable them to base their purchase decision on the noise emission level. The same information to public authorities will empower them to set appropriate incentives to encourage the uptake of quieter vehicles.

In order to provide the necessary information to the customer, the manufacturer should provide information on noise levels of vehicles in

accordance with harmonised testing methods at the point of sale and in technical promotional material. A label, comparable to the labels used for information on CO<sub>2</sub>-emissions, fuel consumption and tyre-noise, should inform the consumers of the noise emission of a vehicle.

Additional sound emission provisions (ASEP): ASEP are tailored for a behaviour typical for sporty retrofit systems and M1 vehicles so to detect unexpected noise emission at high engine speeds. ASEP has been developed and approved by the experts group on noise of UNECE Working Party 29 of which the European Commission is a member. The same experts group has recommended to exclude N1 delivery vans. The committee has followed this recommendation.

Market surveillance: for the purpose of good functioning of the internal market and healthy competition among industries, it is important to guarantee a high level of market observance both for products circulating within the Community and products entering from outside the EEA. Therefore, Member States and their respective Market Monitoring bodies are called to check and monitor the fulfilment of requirements set out in this Regulation.

Road surface classification and quality: the Commission shall 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 to the European Parliament and the Council a proposal in accordance with the ordinary legislative procedure.

Acoustic Vehicle Alerting System (AVAS): an amendment defines Acoustic Vehicle Alerting System (AVAS) as a system for hybrid electric and electric road transport vehicles which provide vehicle operation information to pedestrians and vulnerable road users. An amendment stipulates that where manufacturers choose to install AVAS in vehicles, the sound to be generated by the AVAS shall be a continuous sound that provides information to pedestrians and vulnerable road users of a vehicle in operation. The sound shall be easily indicative of vehicle behaviour and could sound similar to the sound of a vehicle of the same category equipped with an internal combustion engine, and operating under the same conditions.

Silent vehicles: Members consider that the Commission should examine the potential of active safety systems in more silent vehicles such as hybrid and electric vehicles to better serve the objective of improving the safety of vulnerable road users in urban areas, such as blind, visually and auditorily challenged pedestrians, cyclists and children.

Revision of noise levels provided in Annex III: for the initial Commission proposal there was no proper impact assessment based on the required new vehicle classification. Therefore, Members call on the Commission to carry out impact assessments prior to further major reduction steps.

Delegated acts: in order to enable the Commission to adapt the technical requirements of this Regulation to technical and scientific developments, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission 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, methods and instruments for measuring the noise made by motor vehicles, silencing systems, compressed air noise, checks on conformity of production, specifications for test sites, measuring methods for additional sound emission provisions, and measures ensuring the audibility of hybrid and electric vehicles.

## Sound level of motor vehicles and of replacement silencing systems

---

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.

Parliaments position at first reading, which was adopted following the ordinary legislative procedure, amends the Commissions 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 CO<sub>2</sub>-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.

## Sound level of motor vehicles and of replacement silencing systems

---

The Council adopted its position at first reading with a view to the adoption of the 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.

Following the vote in the plenary on 6 February 2013, the Parliament and the Council conducted negotiations with the aim of concluding a second-reading agreement on the basis of a Council first-reading position that the Parliament could approve as such. The text of the Council's first-reading position fully reflects the compromise reached between the two co-legislators, with the help of the Commission.

The compromise reflected in the Council position repeals Directive 70/157/EEC and amends Directive 2007/46/EC establishing a framework for the approval of motor vehicles and their trailers, introducing additional sound emission provisions. The main points of the compromise reached with the Parliament include :

- limit values for sound emissions and phases for their implementation in the various categories of vehicles (Annex III);
- Acoustic Vehicle Alert Systems to be installed in electric and hybrid-electric vehicles;
- new test parameters for testing the sound emissions of vehicles;
- consumer information on the sound emission of vehicles;
- new definitions;
- the obligations of Member States are clarified;
- the Annexes to Directive 2007/46/EC are adapted.

In a letter addressed to the Chairman of the Permanent Representatives Committee, the ENVI Chair indicates that he will recommend to the members of the Committee, and subsequently to the plenary, that they approve the Council's position at first reading without amendments at the European Parliament's second reading.

## Sound level of motor vehicles and of replacement silencing systems

---

The Commission communication to the European Parliament concerns the position of the Council on the adoption of a Regulation of the European Parliament and of the Council on the sound level of motor vehicles.

The Commission welcomes the political agreement on a compromise text, which should now allow a final adoption of the text during the current legislative term. It stresses :

The importance of applying the new test method as soon as possible in line with the United Nations Economic Commission for Europe (UNECE), since the method is more representative of urban traffic and internationally recognized. The importance for industry to have a long term and stable objective regarding noise limits, in order to adapt their vehicles to the new legislation.

The Councils position in first reading encompasses the vast majority of amendments introduced by the European Parliament, in particular, most of the additional recitals proposed by the European Parliament, the alignment of the test procedure with the test procedure developed under the auspice of the United Nations Economic Commission for Europe (UNECE), the inclusion of a new test track and a new vehicle classification.

The Commission can accept amendments relating to the following points:

- Limit values: the Council position is very close to the initial Commission proposal with regard to final limits, but with a delayed application. It can also be seen for most of the vehicle categories as a subsequent step to the final step proposed by the European Parliament in its first reading position.
- Labelling of the sound level of vehicles by dealerships: the Commission notes, however, that the Council chose not to make this requirement mandatory before the Commission has completed an impact assessment.
- Mandatory fitting of an acoustic vehicle alarm system (AVAS) on electric and hybrid vehicles: the initial Commission proposal only included an optional fitting. The Commission can, however, support the Councils amendment as it also introduces a lead time of 3/5 years which will allow the development of more detailed technical requirements on the approval of such systems.
- Accreditation and market surveillance: the Commission can accept the amendment from the European Parliament introducing a reference to Regulation (EC) No 765/2008 of the European Parliament and of the Council setting out the requirements for accreditation and market surveillance relating to the marketing of products.

Among the new provisions introduced by Council, the Commission accepts :

- the introduction of a number of technical amendments, in particular those clearly making the link between this new Regulation and the framework Directive 2007/46/EC establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ;

the introduction of additional requirements to allow easier road worthiness tests and easier road side checks of hybrid vehicles.

European Parliament amendments not included in Council position at first reading

Road classification system: the Council did not accept the Parliament amendment requiring the Commission to study the possibility to introduce a road classification system with regard to their rolling noise behaviour. However, the Council recognised that an integrated approach on noise should be followed and that road maps according to Directive 2002/49/EC relating to the assessment and management of environmental noise could form the basis of future research work on road surface classification.

Delegated acts: the Council could support neither an unlimited empowerment of the Commission for the update of the non-essential elements of the Annexes (Commission proposal) nor a tacit renewal of the empowerment (Parliament proposal). Compared to the Parliament proposal, the Council also restricted the number of Annexes which can be amended by the Commission. The Commission regrets from a practical point of view, the delegation of powers to the Commission for five years for even for small changes in the Annexes, but it can accept it as part of the final compromise between the co-legislators.

## Sound level of motor vehicles and of replacement silencing systems

---

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 M<sup>1</sup> to M<sup>3</sup> (vehicles used for the carriage of passengers) and N<sup>1</sup> to N<sup>3</sup> (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.

## Sound level of motor vehicles and of replacement silencing systems

---

The European Parliament adopted a legislative resolution 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.

Parliament approved, without amendment, the Council position at first reading.

## Sound level of motor vehicles and of replacement silencing systems

---

**PURPOSE:** to improve the working of the internal market by establishing the administrative and technical requirements for the EU type-approval of all new vehicles of some categories with regard to their sound level and silencing systems.

**LEGISLATIVE ACT:** Regulation (EU) No 540/2014 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.

**CONTENT:** the Regulation lays down administrative and technical requirements for the EU type-approval of all new vehicles with regard to their sound level and of replacement silencing systems and components thereof, type-approved as separate technical units and intended for those vehicles.

The main elements of the Regulation are as follows:

**New test methods:** the Regulation instals a new test method to measure the sound levels of motor vehicles. The new method should be based on the test method published by the UNECE Working Party on Noise (GRB) in 2007 which incorporated a 2007 version of the standard ISO 362.

Some supplementary provisions on sound levels are introduced. Those provisions should establish preventive requirements intended to cover driving conditions of the vehicle in real traffic outside the type-approval driving cycle.

Limit values for vehicle sound levels - Annex III: the Regulation establishes new limit values for vehicles in categories M1-M3 (vehicles used for the carriage of passengers) and N1-N3 (vehicles used for the carriage of goods) spread over three phases. The first phase will enter into force on 1st July 2016.

Labelling and consumer information: vehicle manufacturers and distributors shall endeavour to ensure that the sound level of each vehicle in decibels (dB(a)), is displayed in a prominent position at the point of sale and in technical promotional material.

In the light of the experience gained in the application of this Regulation, the Commission shall, by 1 July 2018 carry out a comprehensive impact assessment on labelling conditions applicable to air and noise pollution levels, as well as on consumer information.

Based on the findings of that assessment, the Commission, if appropriate, shall submit a legislative proposal.

Acoustic Vehicle Alerting Systems (AVAS): industry is currently developing Acoustic Vehicle Alerting Systems (AVAS) to compensate for the lack of audible signal in hybrid electric and pure electric vehicles. Such systems will be obligatory with a view to protecting blind people and vulnerable road users.

By 1 July 2019, manufacturers shall install AVAS in new types of hybrid electric and pure electric vehicles.

By 1 July 2021, manufacturers shall install AVAS in all new hybrid electric and pure electric vehicles.

ENTRY INTO FORCE: 16.06.2014. the Regulation shall apply from 01.07.2016.

DELEGATED ACTS: the Commission may adopt delegated acts in order to adapt certain requirements of the Annexes on technical progress. The power to adopt delegated acts shall be conferred on the Commission for a period of five years as from 16 June 2014. The European Parliament or the Council may object to a delegated act within a period of four months from the date of notification (this period can be extended for two months). If the European Parliament or the Council make objections, the delegated act will not enter into force.