

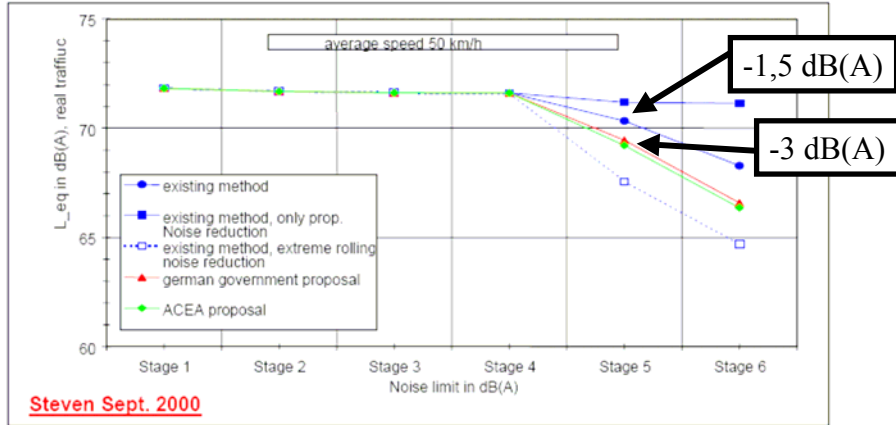
Proposal for interim amendment of R51.02

Awaiting the development and
transition period of R51.03

Why an interim amendment R51.02

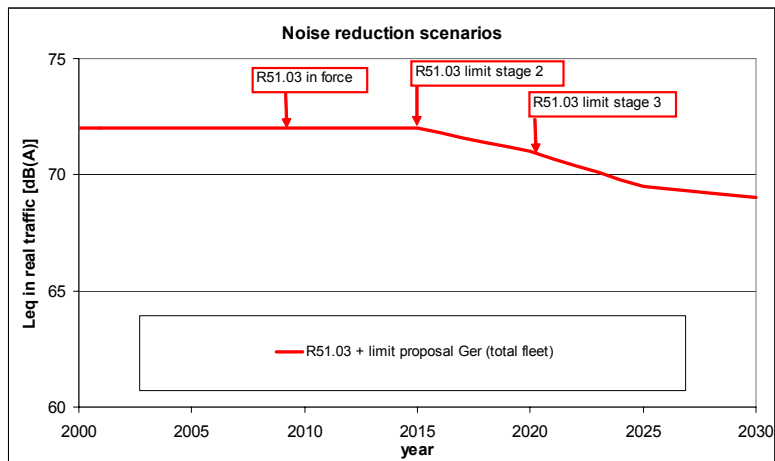
- It took a long time:
 - R51.02: Last tightening in 1995
- It will take a long time:
 - R51.03 + tightening of limits in 2015/2020
 - Decision making on new method
 - Legislating process
 - Transition period with comparable limits
 - More stringent limits into force
- For the Netherlands this takes too long
 - Effectively 20-25 years too slow improvement
 - In the past 2 a 3 dB reduction every 8 years
 - Consequences in Health and Costs

Calculation scenarios - noise reduction potential of various solutions roads with a speed of 50 km/h

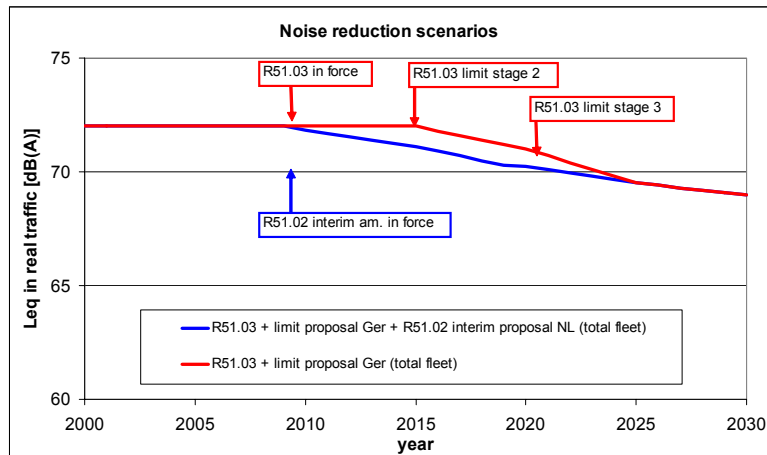


•Ref: OICA Presentation GRB Inf Grp - Rome 2005 (=> paper Steven sept 2000)

Effect of R51.03: stages converted in to time



Additional effect of R51.02 interim amendment



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5 of 7

Conclusions

- Amending current method is effective in real traffic
- Benefit/cost ratio of amending current method $\gg 1$ (ref C4S study; UK GRBIG Granada)
- Technical solutions are currently available
- Introduction on short term seems to be feasible

- Netherlands position: Amendment of R51.02 is a good interim solution, awaiting the introduction and first tightening of R51.03

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6 of 7

Recommendation:

- Test method remains unchanged
- Limit table remains unchanged
- Adopt the technical improvements of 51.03 and thus amend R51.02 on the following points
 1. rounding and interpretation of measured values as proposed in R51.03
 2. measuring procedure absorption-coefficient as proposed in R51.03
 3. deletion of 1 dB subtraction for measuring uncertainty as proposed in R51.03
 4. deletion of DI diesel limit increase as proposed in R51.03
 5. definition of sports cars as proposed in R51.03
 6. definition of 4WD as proposed in R51.03
 7. perform test on tires as proposed in R51.03