

### Proposals of Amendments to Inf.doc.GRB-64-08 "GRB subjects for the future"

No	Existing regulation (n°), New regulation (GTR, UN, RE3, SR1)	Topic	Explanations	Short, Mid or Long terms	When to start	When to close	Constructing parties and/or organization concern	Discussions in GRB, IWG, Task force	Priority	Comments
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(Reference) Inf.doc.GRB-62-08-Rev.2: Reflecting the results of the informal meeting (The Hague, 2 December 2015)

R9, R63, R92	Limit value	For R9 and R63, strengthening of the limit values is requested so that Japan will be able to introduce them into its national regulations (for harmonisation of regulations).	L	2016		Japan		IWG "in use"		<p>Review of R9 and R63 limit values not a priority for Japan.</p> <p>- EC forses a strengthening of limit values for category L as outlined in the EU regulation.</p> <p>- IMMA and some CP's consider such exercise not useful until in use compliance problems are solved. Strengthening of type approval limit values would not solve concerns of citizens, which is caused by aftermarket (e.g. illegal or tampered mufflers); it would even give a negative effect: Even more riders will replace/tamper their original muffler.</p>
R41-04	Limit value	The strengthening of the limit values as proposed by the European Commission will be considered.	L	2018		Japan, EC				<p>EC comment: EU type-approval legislation concerns new vehicles and therefore includes sound level limits for such vehicles, as decided through the co-decision process.</p>

Inf.doc.GRB-64-08: Reflecting the results of the informal meeting (Brussels, 4 and 5 July 2016)

<del>R9, R63, R92</del>	<del>Limit value</del>	<del>For R9 and R63, strengthening of the limit values is requested so that Japan will be able to introduce them into its national regulations (for harmonisation of regulations).</del>	<del>L</del>	<del>2016</del>		<del>Japan, EC</del>		<del>IWG "in use"</del>		<p><del>Review of R9 and R63 limit values not a priority for Japan.</del></p> <p><del>- EC forses a strengthening of limit values for category L as outlined in the EU regulation.</del></p> <p><del>- IMMA and some CP's consider such exercise not useful until in use compliance problems are solved. Strengthening of type approval limit values would not solve concerns of citizens, which is caused by aftermarket (e.g. illegal or tampered mufflers); it would even give a negative effect: Even more riders will replace/tamper their original muffler.</del></p> <p><del>EC comment: EU type-approval legislation concerns new vehicles and therefore includes sound level limits for such vehicles, as decided through the co-decision process.</del></p>
R41-04, R9, R63, R92	Limit value	The strengthening of the limit values as proposed by the European Commission will be considered.	L	2018		Japan, EC			A	<p>Review of R9 and R63 limit values not a priority for Japan.</p> <p>- EC forses a strengthening of limit values for category L as outlined in the EU regulation.</p> <p>- IMMA and some CP's consider such exercise not useful until in use compliance problems are solved. Strengthening of type approval limit values would not solve concerns of citizens, which is caused by aftermarket (e.g. illegal or tampered mufflers); it would even give a negative effect: Even more riders will replace/tamper their original muffler.</p> <p>EC comment: EU type-approval legislation concerns new vehicles and therefore includes sound level limits for such vehicles, as decided through the co-decision process.</p>

#### Proposal of Amendments

<del>R41-04, R9, R63, R92</del>	<del>Limit value</del>	<del>The strengthening of the limit values as proposed by the European Commission will be considered.</del>	<del>L</del>	<del>2018</del>		<del>Japan, EC</del>			A	<p><del>Review of R9 and R63 limit values not a priority for Japan.</del></p> <p><del>- EC forses a strengthening of limit values for category L as outlined in the EU regulation.</del></p> <p><del>- IMMA and some CP's consider such exercise not useful until in use compliance problems are solved. Strengthening of type approval limit values would not solve concerns of citizens, which is caused by aftermarket (e.g. illegal or tampered mufflers); it would even give a negative effect: Even more riders will replace/tamper their original muffler.</del></p> <p><del>EC comment: EU type-approval legislation concerns new vehicles and therefore includes sound level limits for such vehicles, as decided through the co-decision process.</del></p>
R41-04	Limit value	The strengthening of the limit values as proposed by the European Commission will be considered.	L (with 5 years)	2018		EC, Japan			B	<p>- EC forses a strengthening of limit values for category L as outlined in the EU regulation.</p> <p>- IMMA and some CP's consider such exercise not useful until in use compliance problems are solved. Strengthening of type approval limit values would not solve concerns of citizens, which is caused by aftermarket (e.g. illegal or tampered mufflers); it would even give a negative effect: Even more riders will replace/tamper their original muffler.</p> <p>EC comment: EU type-approval legislation concerns new vehicles and therefore includes sound level limits for such vehicles, as decided through the co-decision process.</p>

\* The text in red shows the correction after the informal meeting.

\*\* The text in blue shows the Japanese proposal for correction.