



Directive 2002/49/EC - the assessment and  
management of environmental noise

Environmental Noise Directive (END)

# Objective of the Directive.

- Define a common approach across the EU to avoid, prevent or reduce on a prioritised basis the harmful effects of environmental noise
- Harmful effects include:
  - Health effects
  - Speech interference
  - Annoyance

# Environmental Noise is defined as ...

- Unwanted or harmful outdoor sound created by human activities including Road, Rail, Air Traffic and Industry.
- Does not include...
  - Noise from neighbours, work place noise, noise inside vehicles.

# General Aims of Directive

- Harmonise Noise Indicators and Assessment Methods
- Enables comparison of noise levels/affected areas between Member States
- Heighten public awareness of noise as an environmental issue

# General Aims of Directive

- Noise recognised as a significant pollutant for the first time
- Directive represents an experiment in noise legislation
- Directive is likely to be just the beginning of EU legislative initiatives in this area

# Directive's Aims achieved by the following...

- Determine noise exposure by Strategic Noise Mapping - harmonised noise indicators and assessment methods.
- Adoption of Action Plans to prevent and reduce noise where necessary
- Review implementation to assess need for further Community actions

# Achieved in two stages...

Action	Stage I	Stage II
<i>Strategic Noise Maps</i>	30 <sup>th</sup> June 2007	30 <sup>th</sup> June 2012
<i>Action Plans</i>	18 <sup>th</sup> July 2008	18 <sup>th</sup> July 2013

# Transposition of the Directive

- Environmental Noise Regulations 2006 signed into law by the Minister in March 2006
- Regulations transpose EU Directive 2002/49/EC in full

# Mapping Tresholds: Stage 1

- Areas to be identified and reported to EC by June 2005:
  - Major Roads (6 million+ vehicle passages per annum)
  - Major Railways (60,000+ train passages per annum)
  - Major Airports (50,000+ take-offs/landings per year)
  - Agglomerations (In Excess of 250,000 inhabitants)
- Results reported to EC by end December 2007



# Stage 1

- Agglomerations:
  - Only Dublin in 1st phase
  - Dublin agglomeration defined by coal ban areas
  - All roads, rail and industrial point sources within Dublin agglomeration to be noise-mapped
- Major Airports:
  - Only Dublin Airport in the 1st phase
- Major Railways:
  - Luas - both Red and Green Lines
  - DART corridor (Howth Junction to Bray)
  - Heuston-Inchicore
  - Almost 55km of track

# Stage 1

- Major Roads
  - National Roads
    - 30 major national roads with stretches carrying in excess of 6 million vehicles per year
    - Over 550 km of national roads to be noise-mapped
  - Non-National Roads
    - Present data indicates 30 stretches of road with in excess of 6 million vehicle passages per year; and
    - approx 72 km of non-national road to be noise-mapped

# Provisions of Environmental Noise Regulations 2006

- EPA designated as National Authority for purpose of Regulations
  - general supervisory role
  - collection/oversight/reporting of noise-maps and action plans
- Various Competent Authorities are designated for the purpose of:
  - carrying out strategic noise-mapping
  - formulating and consulting on action plans

# Designation of Competent Authorities

- Agglomeration Noise-Map 2007:
  - Only Dublin in 1st Phase
  - Dublin agglomeration defined as functional areas of:
    - Dublin City Council
    - Fingal County Council
    - South Dublin County Council
    - Dun Laoghaire/Rathdown County Council
    - The four councils are the designated noise-mapping bodies for the agglomeration.
- Agglomeration Action Plan 2008:
  - The four councils also designated the action planning authorities for agglomeration

# Designation of Competent Authorities

- Major Airports:
  - the relevant airport authority for noise-mapping
  - the relevant local authority for action plans
  - Stage 1 only Dublin Airport, the Dublin Airport Authority and Fingal County Council
- Major Railways:
  - Iarnród Éireann and RPA for noise-mapping
  - the relevant local authority for action plans
  - Stage 1 action planning by Dublin City Council, Dun Laoghaire Rathdown and Wicklow County Council

# Designation of Competent Authorities

- Major Roads:
  - National Roads
    - NRA for noise-mapping of motorways and national routes
    - Action-planning by relevant local authority
    - Up to 30 local authorities involved in action-planning for national routes
  - Non-National Roads
    - Relevant roads authority for noise-mapping of Non-National Roads
    - Local authority in whose area the stretch of major road lies for action plans
    - 10 local authorities with noise-mapping and action planning duties

# Noise-Mapping/Reporting

- Main purpose of noise-mapping process is to evaluate size of population affected by noise issues
- Reports/Noise-maps submitted to the Commission must contain estimates of population in areas affected in agglomerations and surrounding major roads/railways/airports

# Specific Requirements... Reporting

- No. of people exposed to noise by noise source in 5 dB bands
  - from 55 - >75 dB overall exposure
  - from 50 - >70 dB nighttime exposure
- Indication of no of properties with
  - special insulation
  - quiet façade

# Action Plans

- Stage I - July 2008
  - Manage noise issues/effects in mapped areas
  - Include measures to address priorities based on relevant criteria, may include
    - Traffic/land use planning
    - Noise control at source
    - Reduction of sound transmission
    - Regulatory/economic incentives
  - Protect quiet areas against an increase in noise
    - EC may develop guidelines

# Major Public Consultation & Participation

- Members of the Public must:
  - be consulted on action plan proposals
  - be given opportunity to participate in preparation/review of action plans
  - have results of participation taken into account
  - be kept informed of decisions taken

# Stage 2 Tresholds

- In June 2012, the thresholds will change:
  - Major Roads (3 million+ vehicle passages per annum)
  - Major Railways (30,000+ train passages per annum)
  - Agglomerations (In Excess of 100,000 inhabitants)
  - Major Airports (Unchanged)