

## WHAT SHOULD HAPPEN?

EU-wide limits for average and peak noise levels, covering all transport modes should be adopted. The costs of noise have to be internalised into the market prices, to foster fair competition. Specific measures can be taken for each transport mode.

### Road noise:

- » Set EU-wide default speed limit of 30 km/h (20 mph) on urban and residential roads
- » Improve vehicles, tyres and road surfaces
- » Offer a fair deal for cars: road pricing should levy higher charges on noisier cars

### Airport noise:

- » Transport noise reduction at the source and protection of the citizens should go hand-in-hand
- » Night restrictions/bans should be a result of local mediation processes
- » Charges for airport use should be differentiated on the basis of noise performance

### Rail freight noise:

- » Reduce rail freight noise at the source by retrofitting noisy wagons with silent brakes
- » Save money: approx. €2 billion for retrofitting wagons instead of €10 billion for acoustic walls and other measures
- » Charges for rail infrastructure should be differentiated on the basis of noise performance
- » Switzerland has set an example: retrofitting is under way and noisy wagons will be banned by 2020



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### Weblinks

[www.eea.europa.eu/themes/noise](http://www.eea.europa.eu/themes/noise)  
[www.uecna.eu](http://www.uecna.eu)



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# REDUCING TRANSPORT NOISE IMPROVES HEALTH AND QUALITY OF LIFE

THE HEALTH AND LIFE QUALITY OF  
MORE THAN 70 MILLION EU CITIZENS  
ARE PUT AT STAKE BY HARMFUL NOISE  
LEVELS FROM ROAD, RAIL AND  
AIRCRAFT



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## THE CURRENT SITUATION

EU legislation is currently divided into transport aspects (reducing noise at the source) and environmental policy (passive protection). The Environmental Noise Directive (2002/49/EC) already requires Member States to draw up noise maps and adopt action plans, but these are often of poor quality and incompatible with each other.

### Road noise:

- » Limits for noise emissions from road vehicles are not strict enough
- » Regulation on labelling of tyres is too vague

### Rail freight noise:

- » Strict standards for new wagons exist
- » Co-funding for retrofitting of noisy wagons is possible

### Aircraft noise:

- » There is no lack of resources: airlines annually receive subsidies worth €30 billion as they are exempted from the kerosene tax and (on international flights) from value-added tax
- » EU efforts to reduce aircraft noise are under high pressure from airlines and the US administration

The European Citizen`s initiative "30 km/h – making streets liveable" calls for a speed limit reduction in urban areas from now mostly 50 km/h (40 mph) to 30 km/h (20 mph). This would lead to a noise reduction of at least 3dB (perceived as 50% reduction in noise).

**YOU CAN FIND THE PETITION  
ONLINE: [WWW.30KM.H.EU](http://WWW.30KM.H.EU)**



## EXPOSURE TO HIGH NOISE LEVELS ENDANGERS HEALTH AND QUALITY OF LIFE

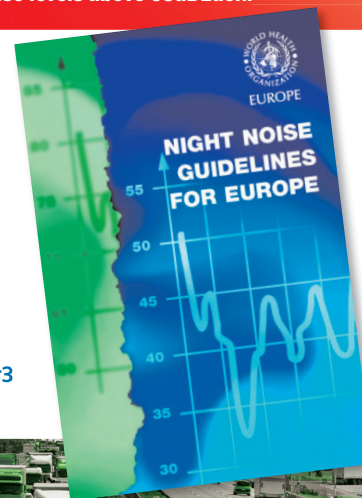
The World Health Organisation (WHO) recommends night noise levels not higher than 40 dB in order to protect public health.

### The WHO-Night Noise Guidelines for Europe

- » Public health concern due to increased risk of cardiovascular diseases
- » No substantial biological effects up to 30 dB average levels at night
- » Night Noise Guideline (NNGL) of 40 dB on long-term average
- » Interim Target (IT) of 55 dB at night

**More than 62% of the population in larger cities are exposed to long-term average road traffic noise levels exceeding 55 dBLden (day-evening-night), and around 15% are exposed to noise levels above 65dBLden.**

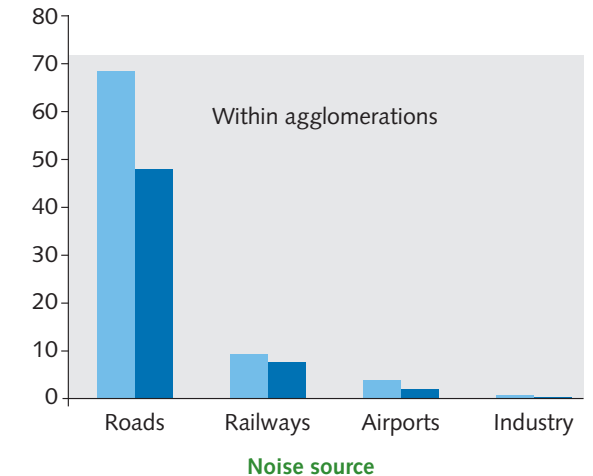
You can find the brochure online at:  
<http://gruenlink.de/hr3>



## TOO MUCH NOISE

- » During the night 44% of the population are exposed to average noise levels higher than 50 dB
- » Peak levels are not included - but are a serious health threat and annoyance

### Number of people (in millions) exposed to transport noise



■ L<sub>day</sub> > 55 dB ■ L<sub>night</sub> > 50 dB

Source: EEA, 2012

**We want to:  
Set limits of 65 decibels (dB) in the daytime, 60 dB in the evening and 55 dB at night**

