

name	Noise Directive	
official name	<u>Ambient noise directive: Assessment and management of environmental noise</u>	
legal foundation	Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise	
state of ratification European Union (entry into force)	18.7.2002 (entry into force/day of publication in the official journal)	
state of ratification in member states (entry into force)	Latest date of ratification for member states: 18.7.2004	
what's new/ what's special	Unified approach to all sources of noise in the traffic sector	
main intention	Establishing a common approach for tackling noise pollution. Harmful effects of noise exposure should be reduced, avoided or prevented. In the long run a basis should be laid for community measures against sources (e.g. by limit values). Improving the situation in agglomerations und near large traffic infrastructure. Safeguarding quiet areas against future noise pollution.	
main instruments	Demanding unified noise indicators such as L_{den} (day, evening and night) and methods of assessment; asking for strategic information about the exposition to noise in their areas (strategic noise maps at the latest 30 June 2005 for major transport projects). Demanding action plans against noise from local authorities.	
scope	Comprehensive: Starting with agglomerations and large traffic infrastructure also including noise in recreational areas and noise threatening quiet areas	

affected transport projects	Road-traffic noise, air-traffic noise, rail-traffic noise is concerned. Projects affected: major roads more than six million vehicle passages a year (16.500 vehicles a day); railways which have more than 60 000 train passages a year (about 160 trains every day); major airports; agglomerations with more than 250 000 inhabitants within their territories. / By the 30. of June 2007 at the latest, strategic noise maps must show the situation during the preceding year in the vicinity of the infrastructures and in the agglomerations referred to must have been made and, where relevant, approved.	
legal results (authorities)		
consequences on project planning/optimal planning models	By the 31. of December 2008 at the latest, Member States have to inform the Commission of all the agglomerations with more than 100 000 inhabitants and of all the major roads and major railways within their territories. By the 30 of June 2012 at the latest, and thereafter every five years, strategic noise maps showing the situation during the preceding year must be made and, where relevant, approved for those agglomerations, roads and railways.	
example		
legal results (citizens)	If no action is taken by authorities, citizen may go before court.	
legal results (organizations)	NGOs and other organizations may support citizens in legal actions against non complying authorities	
possible use (NGOs)	NGO may use the ambient noise directive to get information about the quality and intensity of the noise exposure und make pressure for consequent abatement measures. In the first step only national norms may be enforced. In the next step further european measures may be forwarded (new limit values against noise sources and target or limit values of ambient noise).	

<p>possibly negative effects and implications for ENGOS</p>	<p>There is a huge gap between the noise problem and consequent action of authorities because of the lack of target and limit values. The ambient air directive gives - due to the lack of consensus in the EU-council - only a vague procedural framework of what to do. There are no criteria or concrete qualifications of the "strategic noise maps" or the "action plans" which can be enforced by decentral action of NGO. Many activities of authorities will therefore only be made for cosmetic reasons and will have no or little effects in reducing noise. Noise abatement measures will depend on the "good will" of national and decentral actors.</p>	
<p>possible impact on transport policy</p>	<p>More transparency of noise effects of infrastructure. Better planning and participation procedures.</p>	