

# Reflexões no contexto de aplicações legais

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# Aplicação das medições

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## **Ongoing activities and strategy to reduce rail freight noise**

The Connecting Europe Facility offered the possibility to fund up to 20% of the retrofitting of noisy wagons with silent brake blocks in 2014.

The Commission is currently analyzing the possibility that the funding rate is increased for the 2018-2019 call.

## **Ongoing activities and strategy to reduce aircraft noise**

Three main areas of work in the aviation sector relevant to noise: the implementation of Regulation 598/20145 on balanced approach; supersonic flights and drones.

## **Ongoing activities and strategy to reduce road noise**

Commission is evaluating the possibility to revise the tyres labelling regulation<sup>6</sup>. The tyre's labelling is part of an integrated approach (demand/supply sides) to reduce fuel consumption and emissions/noise in road transport.

## **Ongoing activities and strategy to reduce road noise emission in the environment by equipment for use outdoors**

Directive 2000/14/EC<sup>7</sup>, has been evaluated and an impact assessment for further reducing noise limits is ongoing, to be finalized by mid-2018. A possible revision of the Directive could follow.

## EEA: Agenda temporal

- > 2019: Uso de métodos harmonizados (Anexo II)
- > 2019: Proposta para revisão do Anexo III (WHO)
- > 2018 (final)-2019: Reflexões sobre políticas futuras
- > 2020: Revisão(?) do Anexo II - experiência dos MS
- > Após 2021(?): Possível revisão mais global da Diretiva

## **a. Limits or targets**

There was a general support both from stakeholders and Member States to set progressive targets, as they are the drivers of change, like for air pollution. These targets should be periodically revised.

Targets should be set having in mind what is technologically feasible, according to Member States.

## **b. Implementation of action plans**

Stakeholders and Member States agreed that action plans interventions should be better implemented, especially as regards concrete actions which are sometimes missing.

### **c. Link with at source legislation**

Participants suggested preparing an EU plan for reducing noise, consisting of progressively lowering limits for at source legislation.

The reduction of limits should be triggered by EU targets and promote technically feasible solutions. Legislation at source should be built having in mind the polluters' pays principle.

### **d. Lowering of the reporting bands**

The WHO limits should be used to set the thresholds for reporting but the majority of Member States explained that this is under the condition that meaningful data can be produced at relatively low noise levels.

## **e. Broadening of the scope of the Directive**

Some Member States, expressed the wish that the Directive could be extended to cover wind turbine, leisure noise and smaller agglomerations.

## **f. Role of urban planning**

Urban planning and energy should be integrated in the policies as urban planning is a cost efficient noise mitigation measure.

The Directive should set a special protection depending on use of land, specifically concerning schools and hospital.

## **g. Noise indicators**

An indicator for the health personal risk could be presented on maps as well as noise levels for the citizens to better understand the problem.

## **h. Protection of night**

According to citizens representatives and few scientists, the ban of the flights during the night could be an option to appropriately safeguard public health.