

Noise in Europe

2017 overview of policy-related data



France 

April 2017

Photo: © Matthias Hintzsche



The Environmental Noise Directive (END) requires EU member states to assess exposure to noise from key transport and industrial sources with two initial reporting phases: 2007 and 2012. Where the recommended thresholds for day and night indicators are exceeded, action plans are to be implemented. This country fiche presents data related to END assessments as reported to EEA by 15th April 2016 for the two key END indicators: L_{den} (day evening and night exposure) and L_{night} (night time exposure). 2012 strategic noise maps reported are presented, as well as HIA calculations for annoyance and sleep disturbance, hospital admissions and mortality. Trends are presented as the change in exposure from 2007 to 2012, for comparable sources only.

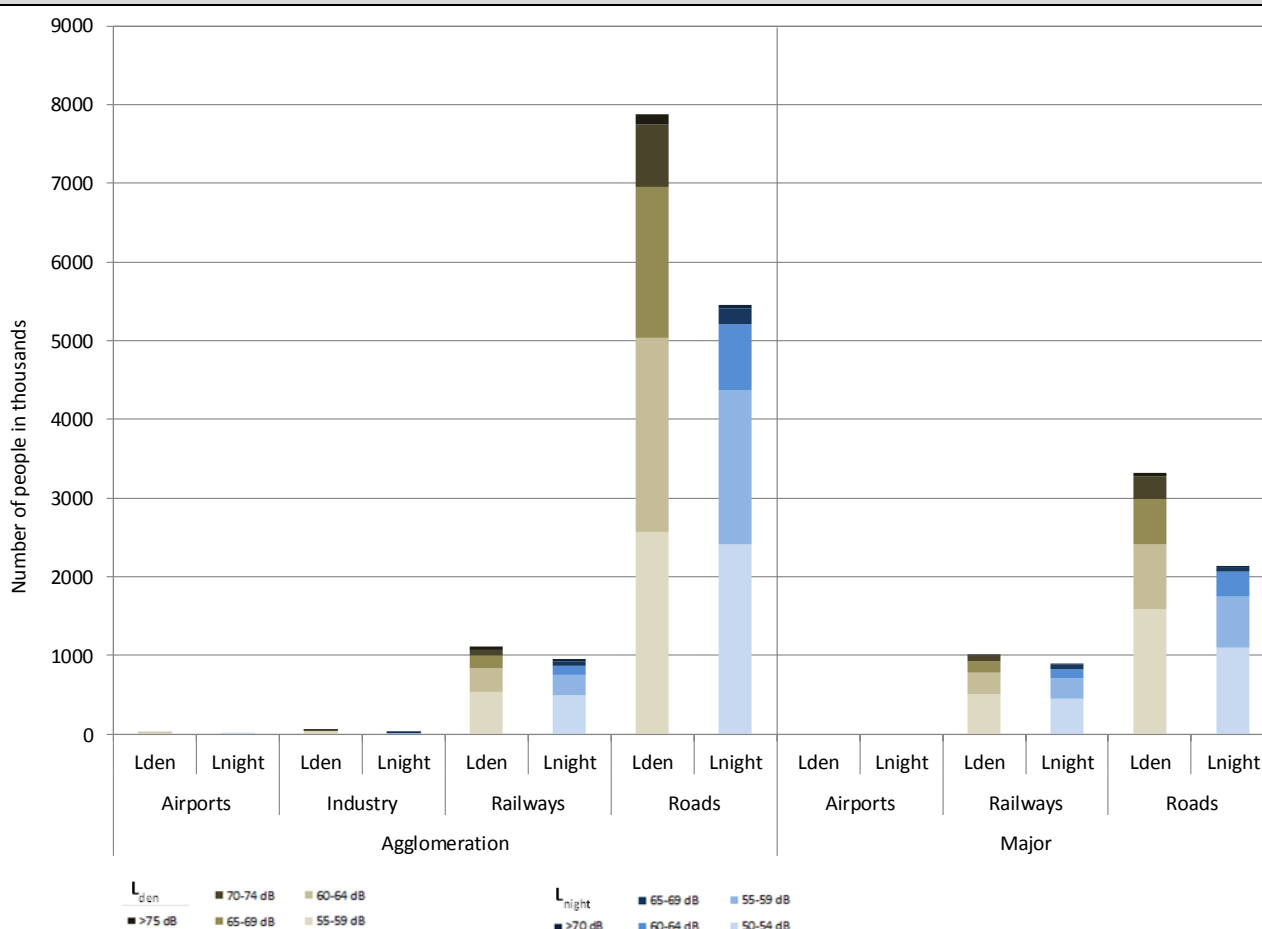


FRANCE

Noise sources covered by this assessment

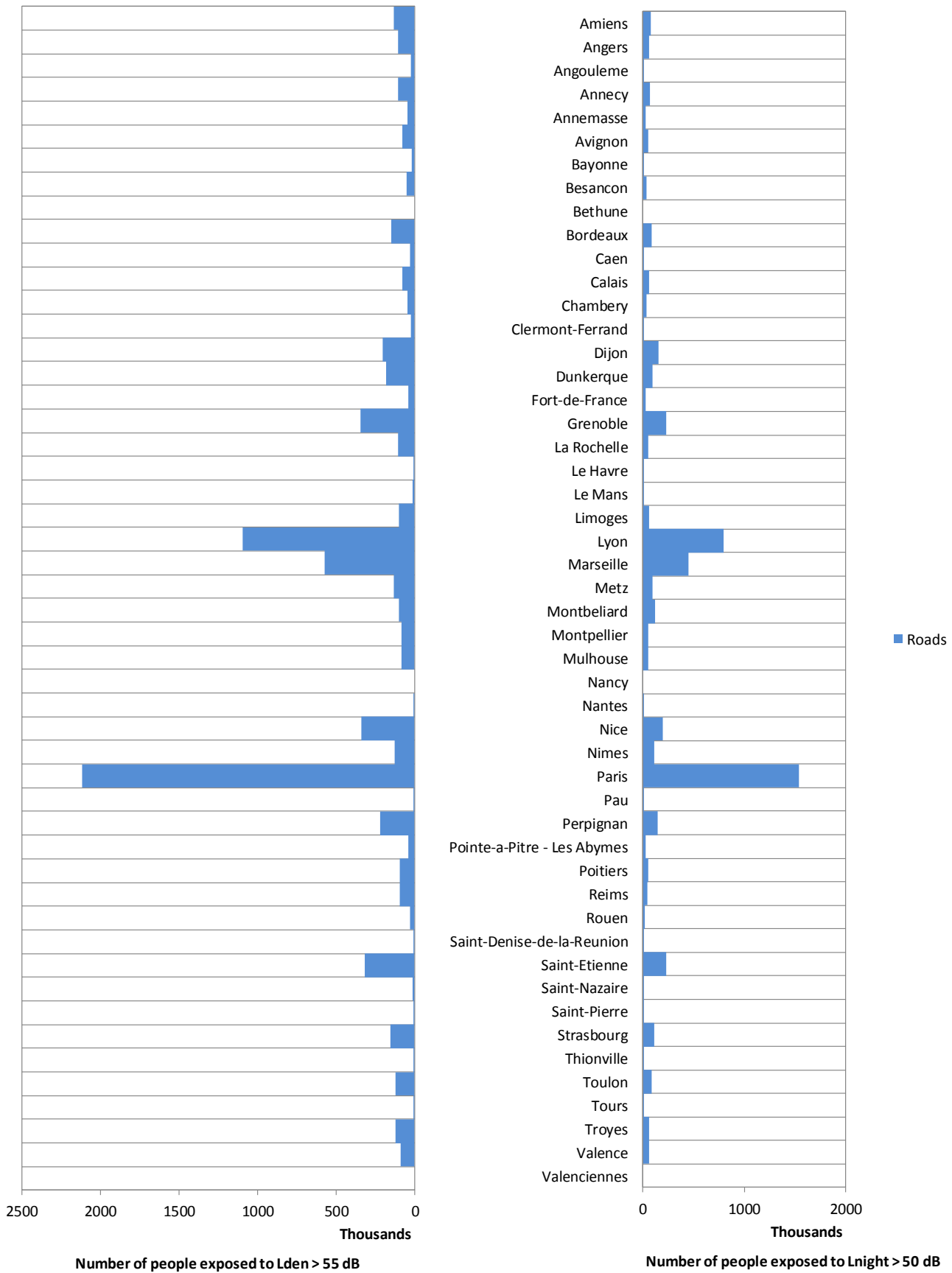
Agglomerations > 100.000 inhabitants	Amiens, Angers, Angouleme, Annecy, Annemasse, Avignon, Bayonne, Besancon, Bethune, Bordeaux, Brest, Caen, Calais, Chambéry, Clermont-Ferrand, Dijon, Douai - Lens, Dunkerque, Fort-de-France, Grenoble, La Rochelle, Le Havre, Le Mans, Lille, Limoges, Lorient, Lyon, Marseille, Maubeuge, Metz, Montbeliard, Montpellier, Mulhouse, Nancy, Nantes, Nice, Nimes, Orleans, Paris, Pau, Perpignan, Pointe-a-Pitre - Les Abymes, Poitiers, Reims, Rennes 58 agglomerations in total, covering 27.435.100 inhabitants
Major airports > 50.000 movements per year	Bordeaux-Merignac Airport, Lyon-Saint Exupery Airport, Marseille Provence Airport, Nice Cote d'Azur Airport, Paris Charles de Gaulle Airport, Paris Le Bourget Airport, Paris Orly Airport, Toulouse Blagnac Airport, EuroAirport Basel–Mulhouse–Freiburg 9 major airports in total
Major roads > 3 million vehicles per year	25802 km in total
Major railways > 30.000 train passages per year	7239 km in total

Number of people exposed to different noise bands per L_{den} and L_{night} (2012)



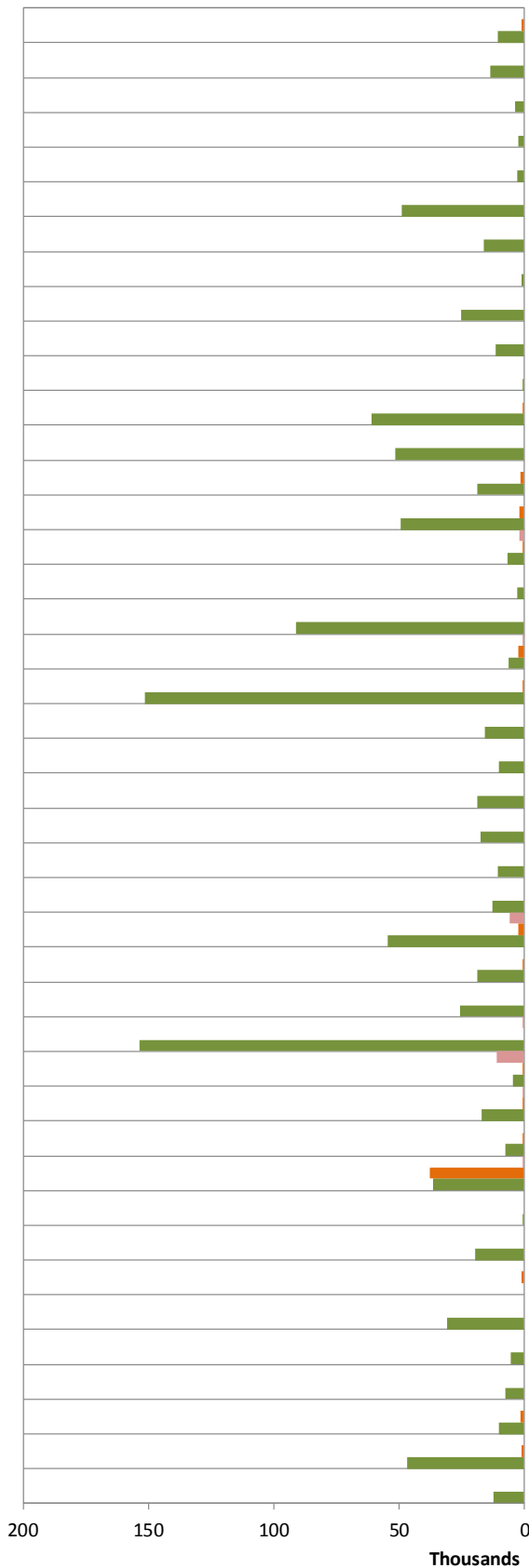
Data not provided in 45 agglomerations for aircraft noise, in 40 agglomerations for industrial noise, in 15 agglomerations for railway noise and in 8 agglomerations for road noise, out of 58 agglomerations.

Total number of people exposed to road noise inside agglomerations (2012)

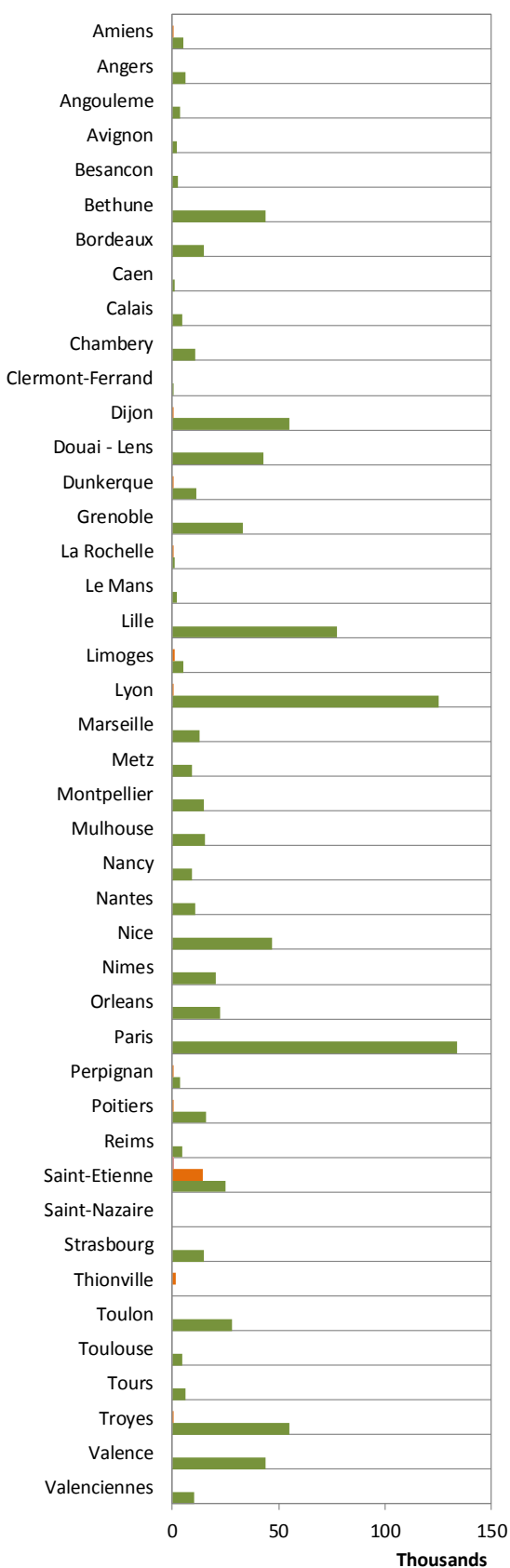


Douai – Lens, Lille, Orleans, Rennes, Toulouse, Brest, Lorient and Maubeuge have not provided road noise exposure.
 Perpignan delivered more than 100% of the total number of inhabitants exposed to road noise

Total number of people exposed to railway, aircraft and industrial noise inside agglomerations (2012)



Number of people exposed to Lden > 55 dB



Number of people exposed to Lnight > 50 dB

■ Airports
■ Industry
■ Railways

Rennes, Rouen, Annecy, Bayonne, Brest, Fort-de-France, Le Havre, Lorient, Maubeuge, Montbeliard, Pau, Pointe-a-Pitre - Les Abymes, Saint-Denise-de-la-Reunion, Saint-Pierre and Annemasse have not provided noise exposure from airports, industries and railways.

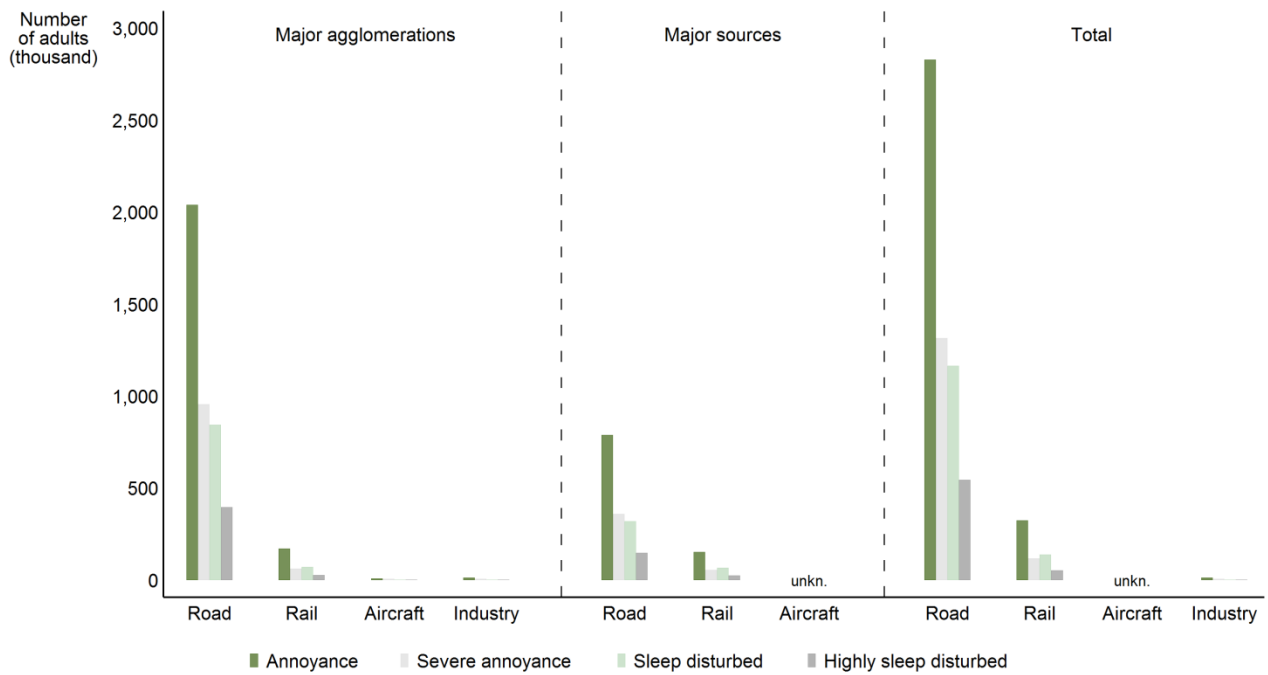
Total number of people exposed to Major Airports outside agglomerations (2012)

Data not provided for Major Airports

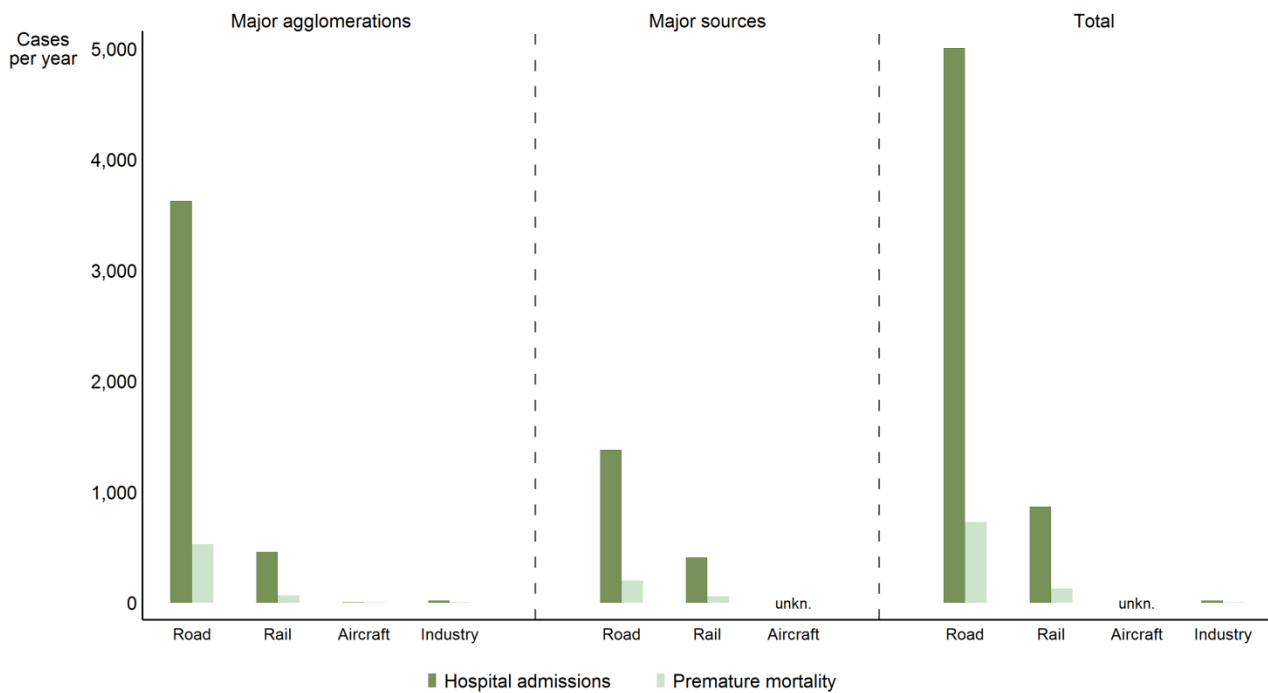
Noise contour maps (2012)	
Major roads	Major railways
No contour maps delivered in spatial format	No contour maps delivered in spatial format
Major airports	
No contour maps delivered in spatial format	

Health impact assessment

Annoyance and sleep disturbance



Hospital admissions and mortality



Trends on noise exposure 2007 - 2012

Trends on noise exposure are shown only in those cases where data is available for both implementation rounds:

- For major airports: total number of people exposed to more than 55 dB Lden and to more than 50 dB Lnight outside agglomerations.
- For agglomerations: percentage of population exposed to more than 55 dB Lden and to more than 50 dB Lnight due to different noise sources.

Major airports:

	L _{den}		L _{night}	
	First Round	Second Round	First Round	Second Round
	Data not provided or unsuitable for deriving trends			

Agglomerations:

Air (values in %)	L _{den}		L _{night}	
	First Round	Second Round	First Round	Second Round
Grenoble (*)	0	0	0	0
Lyon (*)	0	0	0	0
Nice (*)	1	1	0	0
Paris (*)	4	0	1	0
Saint-Etienne (*)	0	0	0	0

Industry (values in %)	L _{den}		L _{night}	
	First Round	Second Round	First Round	Second Round
Grenoble (*)	0	0	0	0
Lyon (*)	0	0	0	0
Nice (*)	0	0	0	0
Saint-Etienne (*)	1	10	0	4

	Decrease in population exposed
	No change
	Increase in population exposed

Railway (values in %)	L _{den}		L _{night}	
	First Round	Second Round	First Round	Second Round
Avignon (*)	N/D	N/D	N/D	N/D
Bethune (*)	3	19	2	17
Bordeaux (*)	4	2	4	2
Clermont-Ferrand (*)	3	0	2	0
Douai - Lens (*)	14	10	12	8
Grenoble (*)	23	12	10	8
Lille (*)	2	9	2	8
Lyon (*)	9	11	9	9
Marseille (*)	8	1	7	1
Metz (*)	30	3	27	3
Montpellier (*)	14	6	12	5
Nancy (*)	7	3	6	3
Nantes (*)	4	2	0	2
Nice (*)	8	6	7	5
Orleans (*)	10	10	8	8
Paris (*)	16	2	13	1
Saint-Etienne (*)	14	9	5	6
Strasbourg (*)	14	4	10	3
Toulon (*)	7	6	6	5
Toulouse (*)	6	1	5	1
Tours (*)	17	2	15	2
Valenciennes (*)	5	3	4	3

Road (values in %)	L _{den}		L _{night}	
	First Round	Second Round	First Round	Second Round
Avignon (*)	4	32	2	21
Bethune (*)	72	0	50	0
Bordeaux (*)	67	20	24	12
Clermont-Ferrand (*)	58	8	37	3
Grenoble (*)	86	81	56	54
Lyon (*)	79	80	53	58
Marseille (*)	75	41	55	32

Metz (*)	83	40	59	27
Montpellier (*)	93	30	61	19
Nancy (*)	72	0	34	0
Nantes (*)	61	2	16	1
Nice (*)	59	38	34	22
Paris (*)	74	22	51	16
Rouen (*)	89	8	48	5
Saint-Etienne (*)	78	82	34	58
Strasbourg (*)	61	34	37	25
Toulon (*)	60	23	39	16
Tours (*)	93	0	73	0
Valenciennes (*)	89	0	68	0

(*) Percentage for second round (reference year: 2012) calculated based on total number of inhabitants reported in first round (reference year 2005).

For further information about environmental noise in Europe please consult <http://www.eea.europa.eu/themes/human/noise> or visit the Noise Observation & Information Service for Europe at <http://noise.eionet.europa.eu/> and EEA Data Service <http://www.eea.europa.eu/data-and-maps/data/data-on-noise-exposure-2>.