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 fact sheet presents key statistics related to END assessments as reported to EEA by 30th June 2015 for the two key END indicators: L_{den} (day evening and night exposure) and L_{night} (night time exposure). Where possible this is presented for second round assessments reported in 2012. Trends are presented as the change in exposure from 2007 to 2012, for comparable sources only.

ITALY

Noise sources covered by this assessment

	END noise sources
Number of agglomerations	29
Major roads	13559 km
Major railways	3210 km
Number of major airports	10
Name of major airports	Bologna Guglielmo Marconi Airport Catania Fontanarossa Airport Ciampino–G. B. Pastine International Airport Fiumicino – Leonardo da Vinci International Airport Il Caravaggio International Airport Milan Malpensa Airport Milano Linate Airport Naples International Airport Turin Airport Venice Marco Polo Airport
Name of agglomerations and number of inhabitants	Andria 100086 Bari 316532 Bergamo 121316 Bologna 466000 Bolzano 104481 Cagliari 349962 Catania Florence 352856 Foggia 152747 Forli 118609

Trends on noise exposure 2007 - 2012

Trends on noise exposure show, for both implementation rounds:

- For agglomerations: the relative value of people exposed to more than 55 dB L_{den} and to more than 50 dB L_{night} due to different noise sources (values are expressed in %).
- For major airports: total number of people exposed to more than 55 dB L_{den} and to more than 50 dB L_{night} (values are expressed in real numbers).

Major airports:

	L_{den}		L_{night}	
	First round	Second round	First round	Second round
Bologna Guglielmo Marconi Airport	0	19600	0	4800
Catania Fontanarossa Airport	500	2400	300	1200
Fiumicino – Leonardo da Vinci International Airport	34400	34400	13900	0
Il Caravaggio International Airport	40300	29900	16200	8200
Milan Malpensa Airport	37200	25200	15200	9400
Milano Linate Airport	73900	36200	24600	10300
Naples International Airport	26400	26900	200	1000
Turin Airport	5900	11300	3600	5100
Venice Marco Polo Airport	300	200	0	0

Agglomerations:

Airports	L_{den}		L_{night}	
(values in %)	First round	Second round	First round	Second round
Bari	1	1	0	0
Bologna	N/D	N/D	N/D	N/D
Cagliari	6	6	2	2
Catania	N/D	N/D	N/D	N/D

Genoa	
Livorno	156150
Milan	
Modena	185150
Naples	1004500
Palermo	
Parma	190522
Piacenza	102225
Prato	185166
Ravenna	161177
Reggio Emilia	172833
Rimini	146606
Rome	
Salerno	132608
Sassari	111600
Taranto	191810
Trieste	208500
Turin	1278520
Vicenza	

Florence	2	2	1	1
Genoa	N/D	N/D	N/D	N/D
Milan	N/D	N/D	N/D	N/D
Naples	N/D	N/D	N/D	N/D
Palermo	N/D	N/D	N/D	N/D
Rome	N/D	N/D	N/D	N/D
Turin	N/D	N/D	N/D	N/D

Industry	L_{den}		L_{night}	
(values in %)	First round	Second round	First round	Second round
Bari	0	0	0	0
Bologna	N/D	N/D	N/D	N/D
Cagliari	1	1	0	0
Catania	N/D	N/D	N/D	N/D
Florence	0	0	0	0
Genoa	N/D	N/D	N/D	N/D
Milan	N/D	N/D	N/D	N/D
Naples	N/D	N/D	N/D	N/D
Palermo	N/D	N/D	N/D	N/D
Rome	N/D	N/D	N/D	N/D
Turin	0	0	0	0

Railways	L_{den}		L_{night}	
(values in %)	First round	Second round	First round	Second round
Bari	8	3	7	2
Bologna	10	11	8	0
Cagliari	2	2	1	1
Catania	N/D	N/D	N/D	N/D
Florence	N/D	N/D	N/D	N/D
Genoa	N/D	N/D	N/D	N/D
Milan	N/D	N/D	N/D	N/D
Naples	N/D	N/D	N/D	N/D
Palermo	N/D	N/D	N/D	N/D
Rome	N/D	N/D	N/D	N/D
Turin	N/D	N/D	N/D	N/D

Roads	L_{den}		L_{night}	
(values in %)	First round	Second round	First round	Second round
Bari	77	78	66	67
Bologna	65	70	51	56
Cagliari	94	96	58	59
Catania	N/D	N/D	N/D	N/D
Florence	76	85	53	63
Genoa	N/D	N/D	N/D	N/D
Milan	N/D	N/D	N/D	N/D
Naples	N/D	N/D	N/D	N/D
Palermo	N/D	N/D	N/D	N/D
Rome	N/D	N/D	N/D	N/D
Turin	N/D	N/D	N/D	N/D

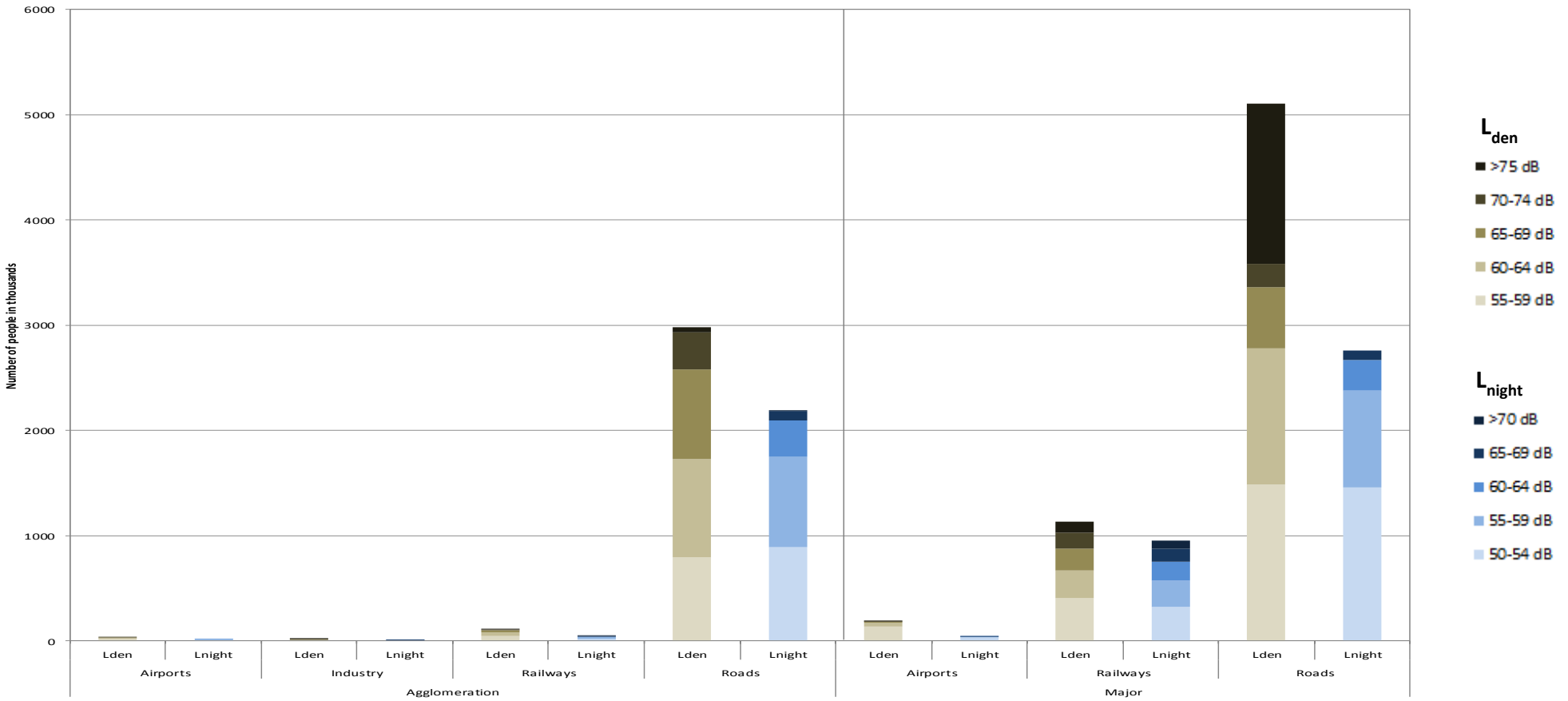
N/D: Data not provided or unsuitable for deriving trends (e.g. data reported for only one round)

Decrease in population exposed

No change

Increase in population exposed

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



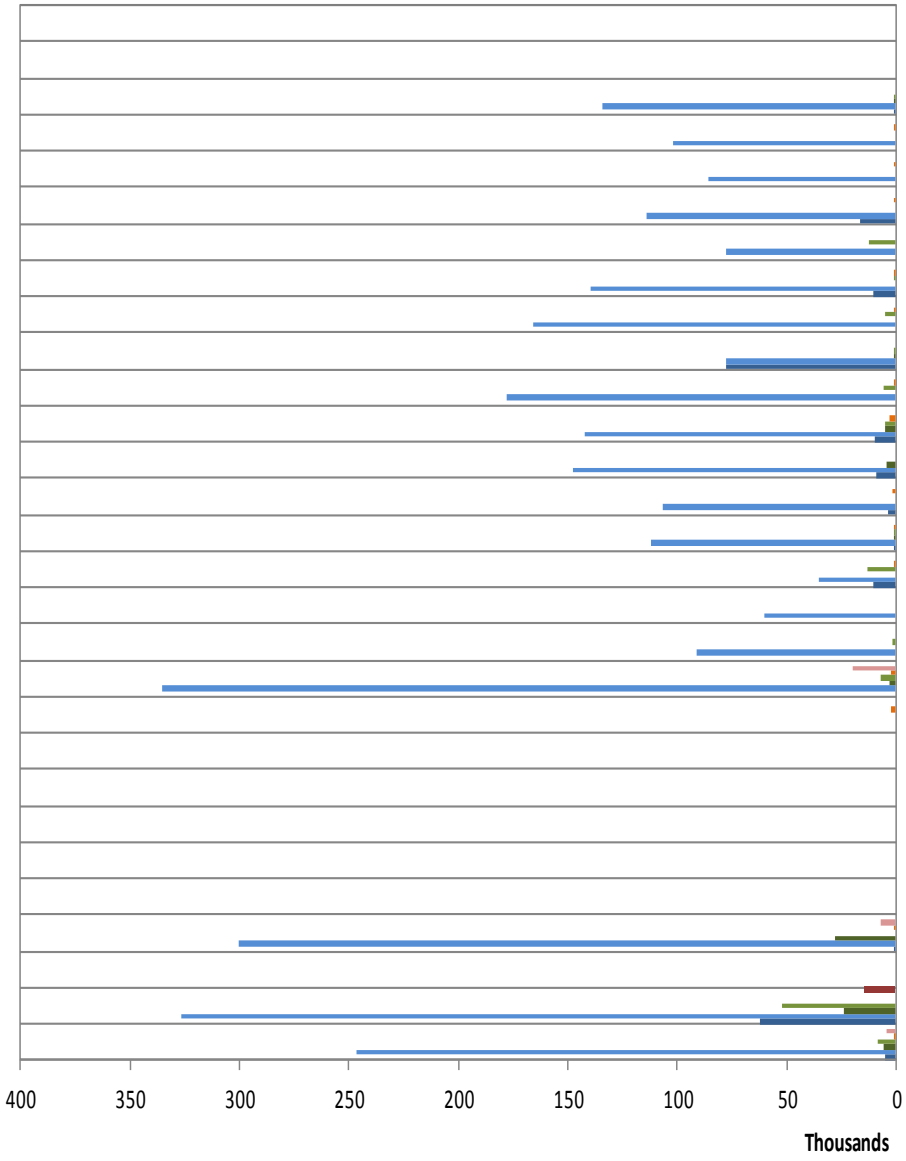
Data not provided in 6 agglomerations for aircraft noise, in 8 agglomerations for industrial noise, in 15 agglomerations for railway noise and in 9 agglomerations for road noise.
Data not applicable in 20 agglomerations for aircraft noise and in 4 agglomerations for industrial noise.

Data relating to END mandatory noise contour maps (2012)

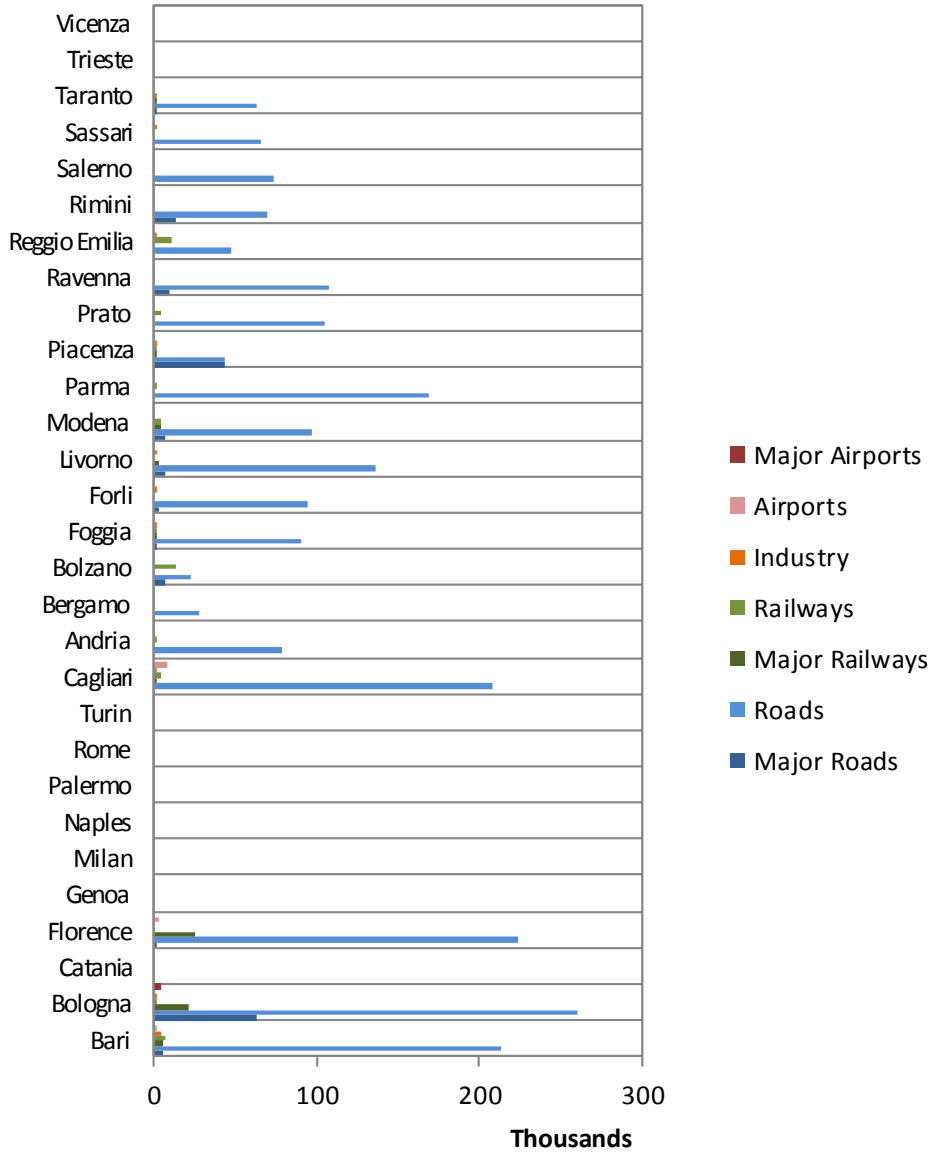
	Major roads	Major railways	Major airports
Country area (km^2)	300078.56	300078.56	300078.56
Km of noise sources	N/D	3210.00	N/A
Area of contour map in the 55-65 dB L_{den} band (in km^2)	N/D	586.69	1.66
Share of area of contour map in the 55-65 dB L_{den} band per km of noise source reported	N/D	0.18	N/D
Percentage of the country area occupied by contour maps in the 55-65 dB L_{den} band (in %)	N/D	0.20	0.00
Area of contour map with more than 65 dB L_{den} (in km^2)	N/D	252.69	0.29
Share of area of contour map with more than 65 dB L_{den} per km of noise source reported	N/D	0.08	N/D
Percentage of the country area occupied by contour maps with more than 65 dB L_{den} (in %)	N/D	0.08	0.00

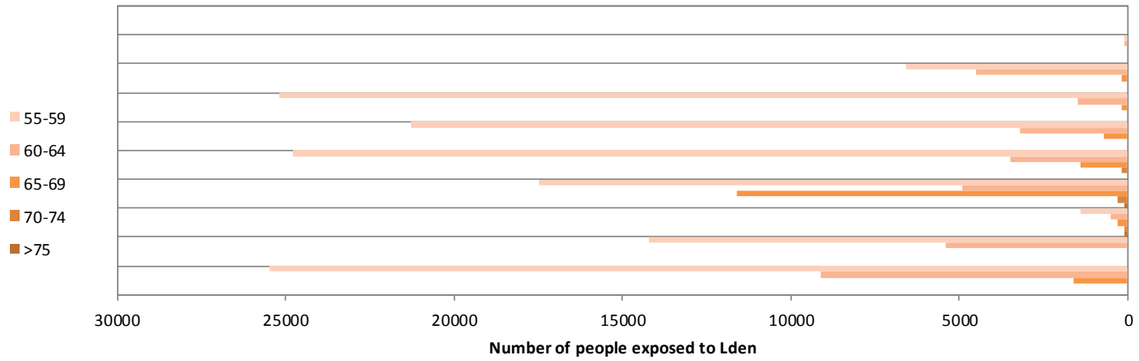
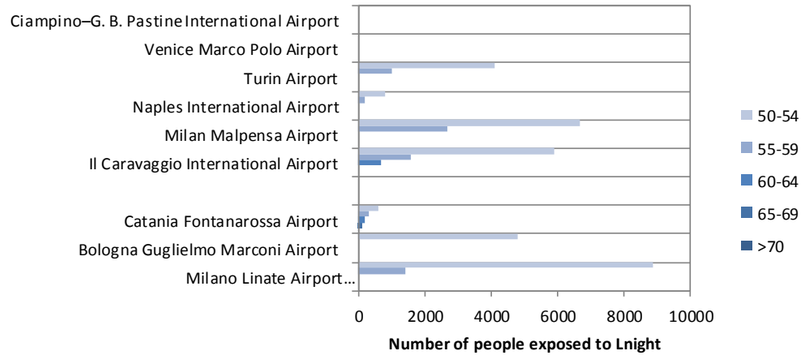
*N/A: Not applicable. N/D: No data in suitable format to perform the spatial analysis

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



Number of people exposed to Lden > 55 dB



Number of people exposed to Lnight > 50 dB

Total number of people exposed to noise from major airports outside agglomerations (2012)