Noise in Europe

2017 overview of policy-related data

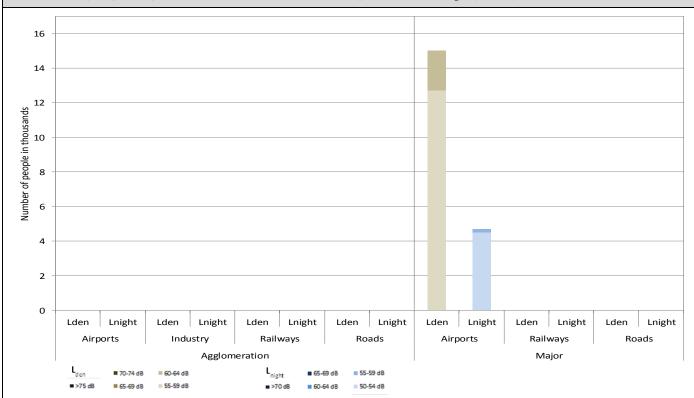


The Environmental Noise Directive (END) requires EU member states to assess exposure to noise from key transport and industrial sources with two initial reporting phases: 2007 and 2012. Where the recommended thresholds for day and night indicators are exceeded, action plans are to be implemented. This country fiche presents data related to END assessments as reported to EEA by 15th April 2016 for the two key END indicators: Lden (day evening and night exposure) and Lnight (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.



GREECE

Number of people exposed to different noise bands per L_{den} and L_{night} (2007)



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

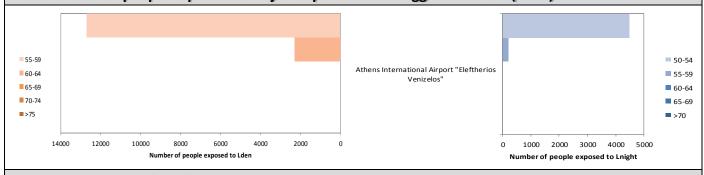
Total number of people exposed to road noise inside agglomerations (2007)

Data not provided for road noise inside agglomerations

Total number of people exposed to railway, aircraft and industrial noise inside agglomerations (2007)

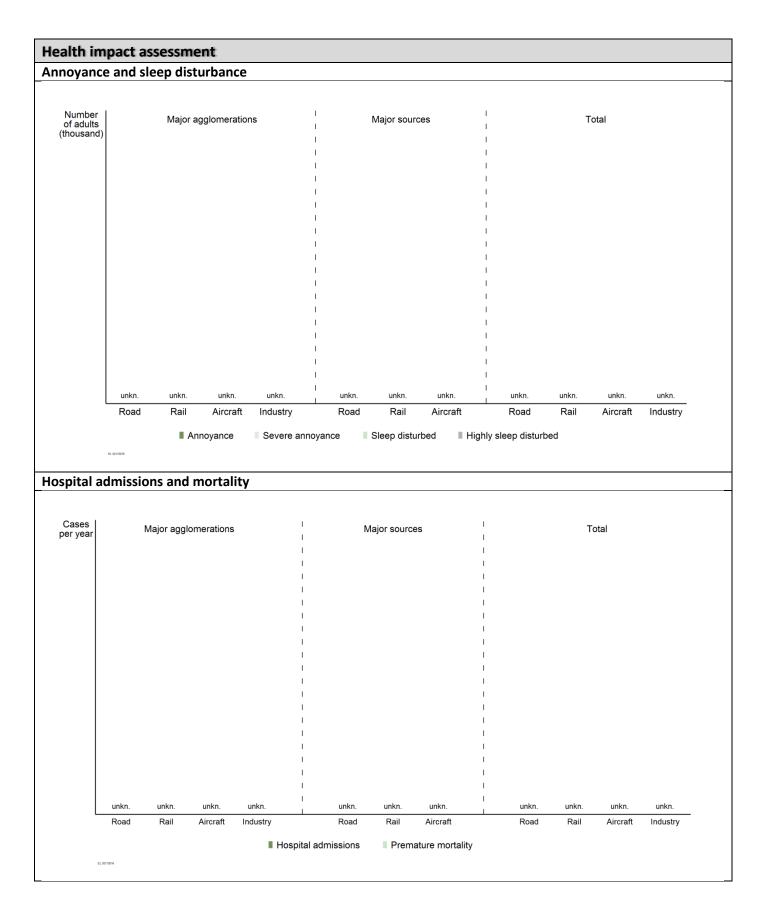
Data not provided for railway, aircraft and industrial noise inside agglomerations

Total number of people exposed to Major Airports outside agglomerations (2007)



Noise contour maps (2007)

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	



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:

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

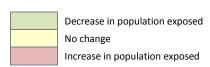
Agglomerations:

Air	L_{den}		Ln	ight
(values in %)	First	Second	First	Second
(values III 70)	Round	Round	Round I	Round

Data not provided or unsuitable for deriving trends

Industry	L_{den}		Ln	ight
(values in 9/)	First	Second	First	Second
(values in %)	Round	Round	Round	Round

Data not provided or unsuitable for deriving trends



Railway	L _{den}		Ln	L _{night}	
(values in 0/)	First	Second	First	Second	
(values in %)	Round	Round	Round	Round	

Data not provided or unsuitable for deriving trends

Road	L	den	L_{nigh}	
(values in 0/)	First	Second	First	Second
(values in %)	Round	Round R	Round	Round

Data not provided or unsuitable for deriving trends

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.